

# The Review of Reviews

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## The Progress of the World

### *Congress in Special Session*

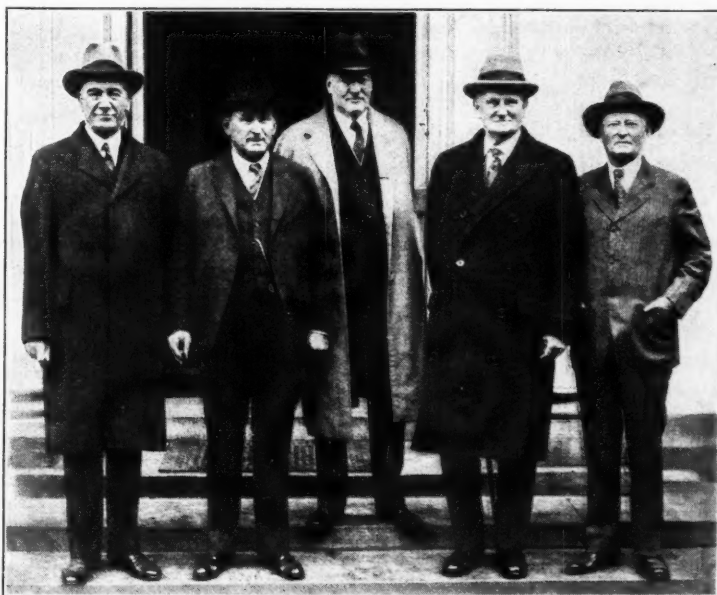
THE CENTRAL FACT of the moment to the American public is the special session of Congress, laden with potential consequences of the highest importance to the political fate of the Administration and to the economic future of the country. The theme which dominates this special session is the condition and the amelioration of American agriculture. President Hoover, in summoning the new Congress eight months earlier than the usual December date, had expressed this belief: "Legislation to effect further agricultural relief and legislation for limited changes in the tariff cannot in justice to our farmers, our labor, and our manufacturers be postponed." It is now clearly apparent that the "legislation for limited changes in the tariff," as well as the "legislation to effect further agricultural relief," will bear the mark of the current "paramountcy" of the agricultural issue. The President, in the message read in both houses on April 16, said nothing to militate against a broad and drastic revision of tariff schedules on agricultural products, but he was careful to assign limits to the revision of the schedules dealing with the products of industry. "In considering the tariff for other industries than agriculture," he declared, "we find that there have been economic shifts

necessitating a readjustment of some of the tariff schedules. Seven years of experience under the tariff law enacted in 1922 have demonstrated the wisdom of Congress in the enactment of that measure. On the whole it has worked well. In the main our wages have been maintained at high levels; our exports and imports have steadily increased; with some exceptions our manufacturing industries have been prosperous."

### *Two Kinds of Farm Relief*

NEVERTHELESS, Mr. Hoover continued, economic changes have taken place during those seven years which have placed certain domestic products at a disadvantage, and new industries have come into being. Therefore he saw the necessity for "some limited changes in the schedules and in the adminis-

trative clauses of the laws as written in 1922. . . . It is not as if we were setting up a new basis of protective duties. We did that seven years ago. What we need to remedy now is whatever substantial loss of employment may have resulted from shifts since that time." The essential purport of these words is in a very considerable degree reflected in the Tariff bill reported to the House of Representatives on May 7 by its Ways and Means Committee. The aim of the bill, generally speaking, is to advance certain



**LEADERS OF THE SENATE AND THE HOUSE OF REPRESENTATIVES**  
In accordance with custom, a joint committee called upon the President on the opening day of the special session, to notify him that Congress was ready for his message. From left to right in this group are: John Q. Tilson of Connecticut, majority leader of the House; Joseph T. Robinson of Arkansas, minority leader of the Senate; James E. Watson of Indiana, majority leader of the Senate; Willis C. Hawley of Oregon, chairman of the Ways and Means Committee of the House; and John N. Garner, of Texas, minority leader of the House.



ANOTHER WILLIAM TELL IS NEEDED  
By Hanny, in the *Inquirer* © Philadelphia.

agricultural products to a genuinely protected condition, while on behalf of industrial products to repair unexpected leaks which have developed in the already existing tariff wall. The subject of "farm relief" and the subject of "tariff readjustment" have become further combined through the effort put forth in the Senate two weeks earlier to add the so-called "export debenture plan"—based primarily on tariff schedules—to the otherwise commonly anticipated and accepted provisions of the Farm Relief bill. This outburst of renewed agricultural economic adventurousness provided Washington with mental exercises almost equal to those imposed upon it last year by the higher mathematics of the "equalization fee" in the McNary-Haugen bill; and it produced the first political combat of the Hoover Administration.

#### Extending Federal Credit

THE PRESENT FARM RELIEF bill, if considered for a moment without the complication of the export debenture plan, will be seen to be primarily a fairly logical extension of the federal aid already given to agriculture in the field of financial credit. A Federal Farm Board is created, with the power to loan several hundred million dollars to agricultural coöperative societies and to aggregated groups of agricultural coöperative societies, to assist their marketing operations and to enlarge their facilities. It is probably rather late in the day for the hearing of the plaint of any objector who may wish to raise an impending counter-cry of "bureaucracy" or "socialism." Agriculture has seemed to need a banking system not provided by private enterprise. Into the gap thus existing the federal government has been progressively impelled, not only by the demand of radicals, but by the willing consent of moderate men. Our twelve Federal Land Banks now lend money on farm land. Our fifty Joint Stock Land Banks, privately owned but operated under a special supervision by the

Federal Farm Loan Board, likewise lend money on farm land. Our twelve intermediate Credit Banks, wholly owned by the Government, make loans to agricultural coöperative societies and they also discount loans made by agricultural credit corporations and livestock loan companies. Bonds and debentures issued federally tax-free by these various banking institutions are mounting toward two billions of dollars.

#### Where a Farm Board Could Help

THE NEW FEDERAL FARM BOARD created by the present Farm Relief measure is accordingly a direct projection from the momentum of our recent legislative past. In particular, it is a projection from the financing activities with which our twelve Federal Intermediate Credit Banks have been associated. Those banks are now permitted to lend money to agricultural coöperative societies upon the security of chattel mortgages on livestock and upon the security of warehouse receipts or shipping documents representing staple agricultural commodities. In broad principle it is not a long step from such operations to the less technically restricted and more commercially released financing activities permitted to the new Federal Farm Board in the legislation pending in this special session of the Seventy-first Congress. It is to be understood, nevertheless, that the new Federal Farm Board, in its financing of the marketing of the products of agriculture, will have failed in one of its chief purposes if it does not succeed ultimately in establishing an agricultural coöperative movement capable of standing upon its own financial feet. The President, in his opening message to the special session, emphatically said:

The most progressive movement in all agriculture has been the upbuilding of the farmer's own marketing organizations, which now embrace nearly two million farmers in membership and annually distribute nearly \$2,500,000,000 worth of farm products. These organizations have acquired experience in virtually every branch of their industry and furnish a substantial basis upon which to build further organization. Not all these marketing organizations are of the same type, but the test of them is whether or not they are farmer-owned and farmer-controlled. In order to strengthen and not to undermine them all, proposals for governmental assistance should originate with such organizations and be the result of their applications. Moreover, by such a basis of organization, the Government will be removed from engaging in the business of agriculture. No governmental agency should engage in the buying and selling and price-fixing of products, for such courses can lead only to bureaucracy and domination.

In a word, then, the agricultural financing designed to be done by the new Federal Farm Board is one which should lead not to a weakening of the initiative and self-direction of our farmers but to an actual strengthening of their instrumentalities of freedom.

#### What Is an "Export Debenture"?

ACROSS THIS PROJECT for thus adding height and power specifically to our agricultural coöperative institutions came the export debenture plan, which would grant export bounties without discrimination to all exported agricultural products, no

matter how controlled and no matter how marketed. A bushel of wheat, for instance, whether from a co-operative society or from an individual farmer, or from an individual grain speculator, would in all cases receive when exported the tribute of a debenture certificate for twenty-one cents—half of the established import duty on wheat. And this certificate, after necessarily passing through the hands of brokers, who would deal in it for discounts and commissions, would be presented by importers as the equivalent of twenty-one cents in cash in their dealings with our customs officers. In the case of a commodity upon which no import duty is levied, such as cotton, the export debenture certificate would be of a value fixed by special legislative enactment. For cotton the Senate Committee fixed that value at two cents a pound.

### Debate in the Senate

THE PROPOSAL SEEMED clearly to its opponents to have two highly dangerous characteristics. In the first place, it would confer its benefits, such as they might be, not only upon the farmer who toils in the development of the co-operative independent self-direction of agriculture but also equally upon the farmer who gives to that development no contribution whatsoever of personal support. In the second place, it would attempt to cure the menace of the agricultural exportable surplus by encouraging the swelling of that surplus. Against these arguments it was chiefly alleged that the plan would "equalize" agriculture to industry in the sharing of the benefits of the tariff—a claim most spectacularly set forth by Senator Copeland of New York, who asserted that export debentures were an economic fallacy but that import duties were likewise a fallacy; accordingly, since the country was committed to import duties, he intended to vote to commit it to export debentures also. The mass of Democratic and Republican "progressive" Senators excused their votes for the export debenture plan by stating, in effect, that it would merely—by a reversed process—do for the farmer what the tariff directly does for the manufacturer. Would the export debenture plan increase agricultural production? Well, does not the tariff increase industrial production? Such was the line of reasoning followed by the plan's friends. Its enemies, on the other hand, pointed out what seemed to them to be a fundamental distinction between a tariff system and an export debenture plan in present American circumstances. We lay an import duty upon a commodity in order to stimulate the domestic production of it, to supply the demand of the domestic protected market. In the case of our distressed agricultural commodities, however, the general situation is that domestic production is already sufficient to supply the demand of the home market, and that our farm products are overflowing into foreign markets and into the lowered prices caused by a low world price level. Therefore, while there may be some sense in using a tariff to stimulate production for high prices at home, there is no sense at all in using export debentures to stimulate production for low prices abroad. Especially is this true, so the argument runs, when the low prices abroad are—as in the

case of wheat—immediately reflected in further distress and further complaint within our own boundaries.

### Mr. Hoover Condemns the Plan

IN HARMONY WITH THIS VIEW the President, on April 20, in a letter to Senator McNary, chairman of the Senate Committee on Agriculture, and in the course of detailing ten objections to the export debenture plan, remarked: "The plan would stimulate overproduction and thereby increase world supply, which would in turn depreciate world prices and consequently decrease the price which the farmer would receive and thereby defeat the purpose of the plan." The other nine weaknesses of the bill which Mr. Hoover pointed out included its cost of \$200,000,000 a year, a gigantic gift to dealers and speculators; and the possibility that foreign manufacturers would buy our raw cotton—for example—at less than its cost to American manufacturers. Though advanced in a sincere desire to aid American agriculture, the President expressed his conviction that the export-debenture plan would bring disaster to the farmer. Three Cabinet officers most interested—the Secretaries of Agriculture, Commerce, and the Treasury—issued statements backing up Mr. Hoover in his criticisms. Earnest support was given to the President in the Senate by the Republican floor leader, Mr. Watson of Indiana. His efforts to defeat the export debenture plan in the upper house would have been successful had it not been for one very human—and indeed, humorous—fact. More than a few Senators voted for the plan in the profound conviction that it would display them to their constituents as ardent friends of the farmer, and that no practical injury to the farmer would ever eventuate because the House of Representatives and the President would never permit the plan to reach the statute-books of the nation.



RUNNING PAST THE DANGER SIGNAL  
By Warren, in the News (Cleveland).

### Action in the Senate

THE EXPORT-DEBENTURE FEATURE WAS therefore adopted by the Senate, on May 8, on a roll-call which showed 47 Senators for it and 44 against it.

The triumphant 47, plus two Senators who were paired on their side of the issue, consisted of 1 Farmer-Laborite, 1 Republican "conservative," 12 Republican "progressives" (including Mr. Borah), and 35 Democrats. Only two Democrats voted against the proposal. Thus once more the Democratic party in the Senate, though overwhelmingly "conservative," essayed a political alliance with the "progressive" wing of the majority party. The peculiarity of this alliance is that it abundantly thrives from time to time in the verbal tiltings of the Senate without ever becoming effectuated in the actual ultimate conflicts of the polling-places of the country. Having been adopted by the Senate, the export-debenture plan, embedded in the Farm Relief bill, went on its way to a conference with the House of Representatives, which had itself passed a Farm Relief bill not differing deeply from the Senate measure except for the export-debenture feature. When the conferees to represent the Senate were designated by Vice-President Curtis, after final passage of the Farm Relief bill on May 14, it was noted that three of the five had voted against the debenture. In the House of Representatives the plan was destined to encounter a political climate quite different from that of the Senate.

### The Situation in the House

THE DEMOCRATS OF THE HOUSE are not often unanimously given to flirtings with the Republican "progressive" element. Moreover, that element is much less powerful in the House than the corresponding element in the Senate. Additionally, the House is not inclined toward demonstrations

of abstract pure principle, but rather toward the more prosaic task of passing bills which have some chance to become laws of the land, and to operate. Speaker Longworth, who has particular regard for the prerogatives of the House, expressed a doubt as to whether the Senate had even the constitutional right to pass an export-debenture plan—involving the issue of certificates subsequently usable by importers to diminish the revenues of our custom houses—without a previous adoption of the plan by the House. Republican Floor Leader Tilson, whose activities have usually been effective and whose prognostications have usually been accurate, was said to be of the opinion that the export-debenture plan would possibly be stopped by an adverse parliamentary ruling by Speaker Longworth, or was likely to be stopped either in the conference between the two houses or on the floor of the lower House on a roll-call. Some sort of struggle, however, between the House and the Senate—and even within the lower House itself—seemed to be distinctly probable. And this prospect, together with the emergence of the Tariff bill into the field of open debate and dispute, was thought to hold out the heavy promise of protracted labors through hot summer days for both Congress and the President.

### New Tariffs and New Presidents

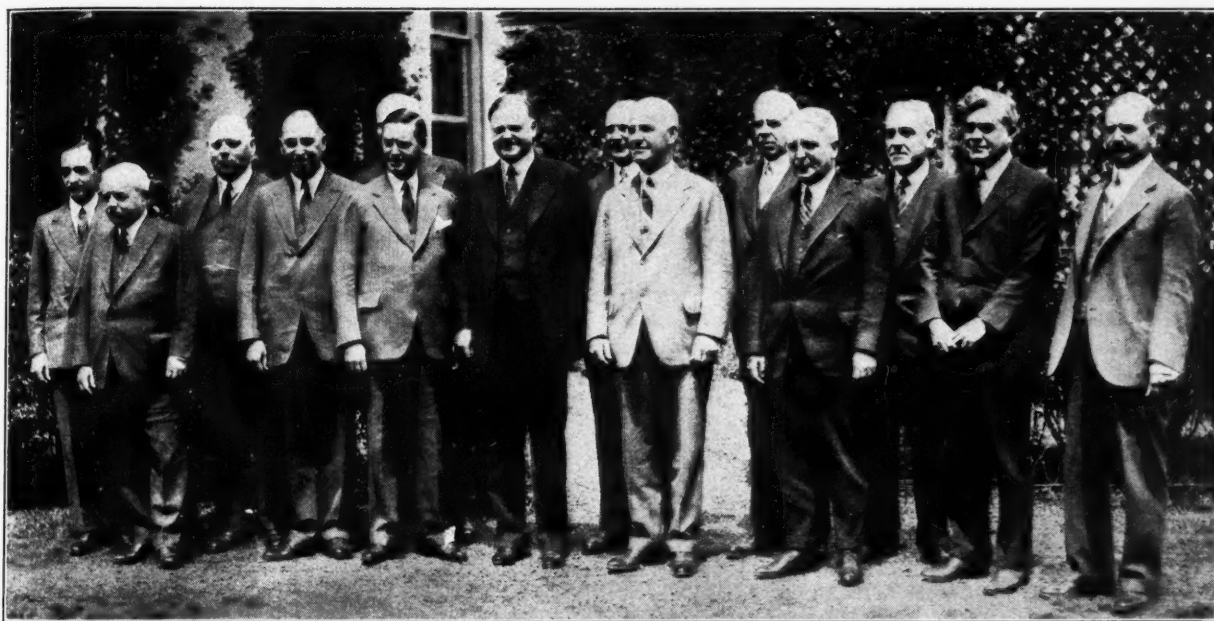
THE ENACTMENT OF A NEW TARIFF law has now become almost a formality of the initiation of a new President in the White House. President Taft's first summer, just twenty years ago, was rendered memorable by the passage of the Payne-Aldrich Tariff, which ultimately threw so many Progressive stars out of their regular courses to fight against him. President Wilson's first summer was also distinguished by a special session and by a new tariff law—named after Mr. Underwood of Alabama—which reversed the tendencies of the Payne-Aldrich law and which was charged by Republicans with giving inadequate protection to agriculture. Toward the end of President Wilson's second term a Republican majority in the House of Representatives and in the Senate enacted the Fordney Emergency Tariff, which was intended to grant to agriculture an exceptional protection against foreign competitive products. This bill President Wilson vetoed on March 3, 1921, within a few hours of his departure from office. Thereupon President Harding summoned the Sixty-seventh Congress in special session on April 11, 1921, in the second month of his incumbency; and the Emergency Tariff bill for agriculture was promptly re-adopted by both houses and became a law on May 27.

### The Hawley Tariff

IT BECOMES INTERESTING NOW to see how certain rates, then thought exceptional and temporary, have turned out to be actually lower than the rates which in the new tariff bill of this special session are contemplated as normal and permanent. The Emergency Tariff of 1921 put a rate on beef of two cents a pound. The present measure—which presumably will be named after Mr. Hawley, chairman of the Ways and Means Committee in the House, and after



HOLDING 'EM DOWN TO EARTH  
By Talburt, in the Telegram (New York).



LEADERS IN THE AUTOMOBILE INDUSTRY CALL UPON MR. HOOVER

Among the activities of a President, and especially of a new President, is that of playing the part of host at the nation's capital. In this group of visitors at the White House are, from left to right: Edsel Ford, Ford Motor Company; Frank A. Seiberling, Seiberling Rubber Company; Alfred H. Swayne, General Motors Corporation; Walter P. Chrysler, Chrysler Corporation; Albert R. Erskine, Studebaker Corporation; Roy D. Chapin, Hudson Motor Company; President Hoover; Charles W. Nash, Nash Motor Company; Alvan Macauley, Packard Motor Company; Frederick J. Haynes, Durant Motors Cars Company; John N. Willys, Willys-Overland Company; Herbert H. Rice, General Motors Corporation; Alfred J. Brosseau, Mack Trucks, Inc.; and Alfred Reeves, of the National Automobile Chamber of Commerce.

Mr. Smoot, chairman of the Finance Committee in the Senate—proposes a rate on beef of six cents a pound. The Emergency Tariff of 1921 gave to peanuts a protection of three cents a pound. The Hawley bill—which cannot acquire the additional impetus of the name of Mr. Smoot till it reaches the Senate—gives to peanuts a protection of four and one-quarter cents a pound when unshelled and of six cents a pound when shelled. The Emergency Tariff of 1921 covered beans with a two-cent duty; the Hawley bill proposes a duty of three and a half cents a pound. The Emergency Tariff of 1921 conferred upon butter a relief from foreign competition to the extent of six cents a pound; the Hawley bill would make the protection twelve cents a pound, and many of the dairymen through their representatives in Washington, are outraged that relief in its upward flight should stop at that level. It seems probable, indeed, that the Hawley-Smoot bill will in the end have the singular fame of being both the highest tariff bill in our history and the object of multitudinous maledictions for its moderateness. Mr. Hawley, eminent protectionist, finds himself considerably engaged in repressing protectionist ardor. Mr. Smoot, almost super-eminent among the apostles of protection, lives now to see protectionists whom he is said frankly to regard as “crazy.”

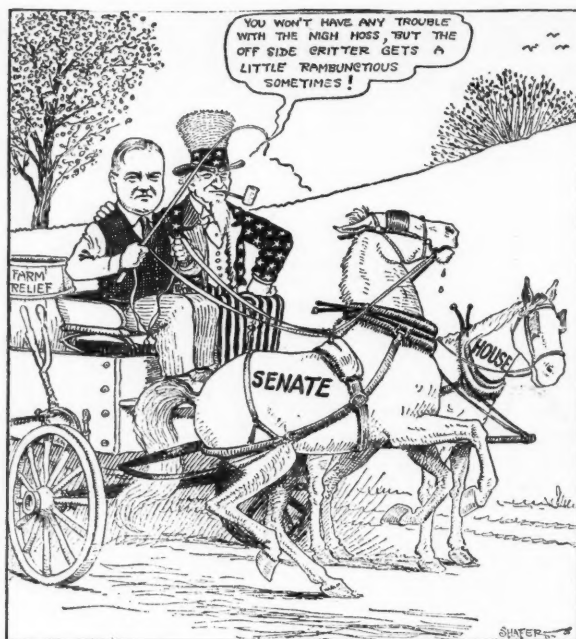
#### Certain Fundamental Tendencies

NO EXTENDED ANALYSIS of the details of the pending tariff measure would here be profitable. Those details are subject to the possibility of rapid change. It is possible, however, to point out certain fundamental tendencies which the bill exhibits. In the domain of agriculture a special effort has been made to give advanced protection to subsidiary pro-

ducts, such as vegetables, which can in some degree employ the acreage now perhaps excessively devoted to staple products like cotton and wheat, and thus promote the desired process of agricultural diversification. In the domain of manufactures, quite similarly, a great amount of favoring attention has been given to relatively refined specialized products, such as clocks and watches. Meanwhile the duty on the staple agricultural product wheat, and the duty on the basic industrial product pig-iron, are left at the level at which they were recently put by presidential proclamation under the flexible provisions of the existing tariff law. It may in general be said that this tariff bill has a tendency, sometimes heavy and sometimes slight, to regard our present protection of staple and basic products as in most cases fairly sufficient and to stress protection for diversification in agriculture and industry both.

#### Tariff Commission Changes

ANOTHER TENDENCY, of possibly even greater importance, is to be found in new provisions regarding the Tariff Commission. That commission has been characterized in a marked manner by the lengthiness and tardiness of its inquiries into the costs of production at home and abroad, and by frictions and deadlocks among its members resulting from their individual fixed tariff philosophies. The new bill aims to mitigate both of these difficulties. It empowers the Tariff Commission to present reports to the President without any complete ascertainment of the costs of production at home and abroad, and after making much easier studies of simpler elements in the price competition between countries. It also empowers the President to appoint the members of the commission without regard to party—which in practice means



THE NEW DRIVER'S FIRST TEST  
By Shafer, in the Times Star (Cincinnati).

without recognition of the tariff philosophy of the opposition—and solely on the basis of the President's judgment that the members whom he appoints are "possessed of qualifications requisite for developing expert knowing of tariff problems and efficiency in administering the provisions" of the tariff law. These changes would undoubtedly accelerate the commission's work. On the other hand, they would enable the successive Presidents of a party protractedly in power to make the commission an organ of that party's policy rather than an expression of neutral—or neutralized—opinion.

#### House Reapportionment Likely

BESIDES FARM RELIEF and tariff adjustment, the President in his message to the special session mentioned as suitable subjects for attention "the decennial census, the reapportionment of Congressional representation, and the suspension of the national-origins clause of the Immigration Act of 1924." That Congress will provide for the decennial census, with its scientific value to the country and with its treasure of patronage for the politicians, is for one reason or the other inevitable. That it will now provide for the long delayed reapportionment of the representation of the states in the House of Representatives, is altogether likely. Thus at the very moment when measures for the farmer are the most torrid topics of the political day, the Reapportionment bill will snatch twenty-three seats in the House of Representatives from states which have remained relatively rural and will transfer the seats to states which have gained in population through becoming relatively urban. On a roll-call in the House of Representatives, under the proposed reapportionment, the change would be measured by a spread of forty-six votes—twenty-three less for the farm and twenty-three more for the city than at present. The same

change, with the same new advantage to the urban element and disadvantage to the rural element, will automatically appear in the quadrennial counting of electoral votes for the presidency. This special session, therefore, in its legislation for a Federal Farm Board and for a revised agricultural tariff schedule, will bring some economic relief to the farmer and at the same time, through the reapportionment bill, will in all probability bring some political relief to urban regions now grossly under-represented in Washington.

#### "National Origins" Again

THE PRESIDENT'S RECOMMENDATION for "the suspension of the national-origins clause of the Immigration Act of 1924" is not endowed with prospects quite so bright. The suspending must be accomplished before July 1 if the clause is to be prevented from going into administrative effect. There is a possibility that action previous to July 1 may be frustrated by the resistance which is being offered to it by Senator David A. Reed of Pennsylvania. The President is against the national-origins clause, with its heavy diminishment of immigration from Germany and Ireland and the Scandinavian countries; but Mr. Reed, with devotion to the numerical mathematical rights of the original Revolutionary inhabitants of this country, is in favor of the national-origins clause with its large enhancement of immigration from Britain. While the President may have his way, it is also conceivable that Mr. Reed may instead have his. He is able to rally to his side a large number of Democratic defenders of the "old stock" from the South.

#### Mr. Hoover in Touch with Congress

SUCH HAVE BEEN THE MAIN ISSUES of the special session. The remaining outstanding feature of the Washington scene, at the other end of Pennsylvania Avenue, is the demeanor of President Hoover. He has deliberately weakened one of the strongest of presidential weapons available in controversies with Congress, by steadfastly refusing to make administrative appointments which might mollify a Senator or a Representative but which would in his judgment



WILD HORSES TO DRIVE  
By Pease, in the Evening News (Newark, N. J.).

impede and impair the federal service. He is maintaining no attitude of aloofness from Congress. In fact he keeps in almost unprecedentedly close contact with it. His intimacy of knowledge regarding situations in the Senate and in the House is said to exceed even that of our most politically minded Presidents of former years. He arrives at this intimacy through frequent personal conferences with Senators and with Representatives, and also through the services of Mr. Walter Newton, one of his Secretaries, who for many years was a member of the House and who gives much of his time to exchanges of fact and of views with the gentlemen of the Hill. Never before within the memory of Washingtonians has there been a fuller and faster flow of information between the Capitol and the White House. The President, in other words, is making no effort to coerce Congress through patronage—a method which, at its best, means making frequent bad appointments in order to get good laws for the bad appointees to administer badly. But he is earnestly making every effort to influence Congress through the contacts of personal conference and of personal message and argument. This method, when he was Secretary of Commerce, sufficed to give him most of the legislation which he needed, though his Department remained almost empty of political appointees. Now, with due regard for the senatorial power over presidential nominations to office, this is the method which primarily, as President, he is following. It is a method essentially of discussion and persuasion, rather than of bargaining. If it succeeds, the coöperation between the President and Congress will be much more harmonious than would be possible through the employment of any other method whatsoever. If it fails, the President may be expected to appeal to the country with all the devices of publicity which he learned so well to use when he was Belgian Food Commissioner and American Food Administrator during the War.



HON. CHARLES E. HUGHES, JR.  
Solicitor-General of the United States.

the office of Solicitor-General made vacant by the promotion of Mr. Mitchell to be Attorney-General in the Cabinet. It is well understood that the recommendation came from members of the bar and not from political leaders. Mr. Hughes has practised law in New York City since 1912, after graduation from Brown University and Harvard Law School. As Solicitor-General he becomes the chief law officer for the Government, since the post of Attorney-General is essentially an administrative one. Though no statement had been coming from the White House, it was frequently reported with assurance that Senator Walter E. Edge of New Jersey would succeed the late Mr. Herrick as Ambassador at Paris; only the fact of the special session of Congress held back the nomination. Meanwhile General Dawes, upon the completion of his financial task in Santo Domingo, made plans to sail early in June to begin a diplomatic career as Ambassador at London.

### *Helping the Dominicans*

GENERAL DAWES returned from his mission to the Dominican Republic with the comment that if the plans suggested by the commission of experts are adopted the island republic will have a more modern and effective accounting system than that of the

United States. This is of interest to students of our own affairs, but even more interesting in its bearing on Dominican progress. Where political tradition calls for a proper accounting of public funds, progress can be made even with an antiquated accounting system. Where the tradition is otherwise, there may be some question whether even the most up-to-date system will serve its ostensible purpose. The history of Santo Domingo is in no small degree responsible for the general impression of political incompetence in the Caribbean. The eastern part of the island—now the Dominican Republic—was under Haitian domination until 1844. From then until 1916 its people were never able to find themselves politically. Revolution had succeeded revolution with disconcerting rapidity, except during the iron rule of the dictator Heureux. For a few years there was a return to Spanish allegiance, and there were repeated efforts to bring about annexation to the United States. In 1916 the Dominican government broke down entirely and President Wilson—influenced in part by the fear of German activity—established an American military government under officers of the Navy. This continued until 1924, despite cries of "imperialism" and "conquest." The State Department then brought the various Dominican factions into a compromise and turned the government over to President Vasquez, withdrawing the American forces. The only American control remaining was that of the customs, one-half of which are devoted to the service of the national debt. It was due to a desire of President Vasquez to secure American advice in regard to the remainder of the national

### *New Men in Office*

REFERENCE WAS MADE in these pages last month to Mr. Hoover's way of fitting the man to the job, when it comes to filling vacancies as they occur in the administrative services at Washington. An instance then referred to was the appointment of Charles J. Rhoads of Philadelphia, president of the Indian Rights Association, for the post of Commissioner of Indian Affairs. In the same fashion came his subsequent choice of a new Commissioner of Pensions, the President firmly believing that the right man for that office was Earl D. Church, who had spent thirty-three years in the casualty and life insurance business at Hartford. Colonel Church served with the British and French armies in the War, as well as with the American Expeditionary Forces as an ordnance officer. Most favorable comment followed upon the President's selection of Charles E. Hughes, Jr., for

finances that he invited the Dawes mission to Santo Domingo. The success of this mission furnishes another interesting bit of evidence in the discussion of American "imperialism."

### Canada's Place in the Sun

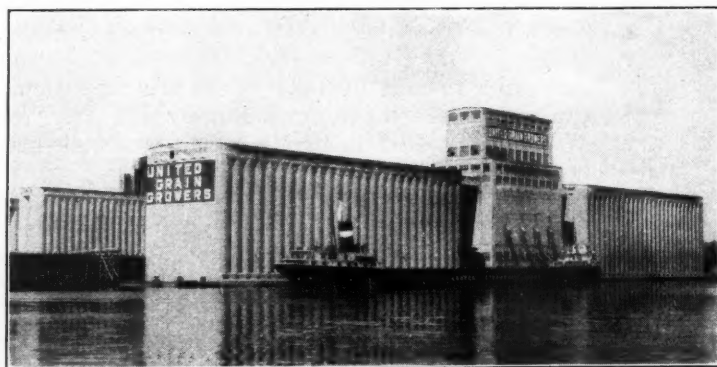
NORTH OF AN INVISIBLE LINE extending from Maine to Washington are ten million neighbors whose racial origins and ideals of living are quite similar to our own. They have been looking on at Washington while farm relief and tariff revision have been under debate, and they have felt a vital interest. An editorial from a Canadian newspaper lying before us at the moment might be quoted to show the trend of feeling. Alluding to the fact that pending legislation at Washington is directed toward the protection and development of the industries of the United States, the editorial declares: "There can be no legitimate quarrel with this attitude. On the other hand, there should be no resentment if Canada decides to pursue a like policy." Tariff arrangements are business propositions, but keen business dealings are not always compatible with the closest friendship. With a desire to help our public to keep well informed about Canadian affairs, we present in this issue several articles on various phases of life and progress in the Northland. The reader will find that Canadians believe that their place in the sun is unexcelled, and that their political and economic future holds sufficient in store for them to overshadow even their own glorious past. Canada already is one of the great nations of the world. Until sixty-two years ago, in 1867, there was no Dominion. There were two provinces only, Upper and Lower Canada, in the general region of the present Ontario and Quebec, forerunner of a Dominion extending from ocean to ocean. Since the War, Canada has each year occupied a larger place in world affairs, with a voice in British Empire concerns, a Minister at Washington, and a seat in the League of Nations.



Champlain Studio  
RT. HON. W. L. MACKENZIE KING  
Prime Minister of Canada.

### The British Election

IN THE OPINION of many veterans of English politics, there has never been a general election the result of which was so uncertain as that to be held in Great Britain on May 30. Several factors contribute to this uncertainty. About 5,000,000 women between the ages of twenty-one and thirty will for the first time enjoy the franchise—the so-called "flapper vote." While it was a Conservative government which sponsored the law giving them this right, it has been expected that many of them—perhaps the majority—will vote for the Labor candidates. Another element of uncertainty is the fact that each of the three parties has for the first time almost a full list of candidates in the field. A third element of uncertainty, although it is hardly new in English politics, has taken on added significance. That element is Mr. Lloyd George. Since the death of Asquith there has been no effective opposition to his leadership of the Liberal party, and the War Premier has now emerged from the political shadows with vigor apparently unimpaired. In the course of the campaign he put forward a plan by which he claimed that he could reduce unemployment in England to normal proportions in the space of one year. Neither Prime Minister Baldwin, the Conservative leader, nor Mr. Ramsay MacDonald, the chief of the Labor party—which is seriously divided between radicals and moderates—had felt able to offer any such tempting panacea for England's ills. There may be widespread distrust of Mr. Lloyd George's proposals, but, as Mr. Simonds makes clear elsewhere in this issue, no one cares to predict how many English men and women, remembering that Lloyd George pulled the country out of a bad hole during the War, are inclined to give him another chance. While there seemed little likelihood of the Liberals being the first or even the second party in the next House of Commons, a marked increase in the number of Liberal candidates elected would give their leader a considerable strength, if not the actual balance of power.



WHERE WHEAT IS KING

This new terminal of the United Grain Growers, at Port Arthur on Lake Superior, with storage space for 5,500,000 bushels of grain, is owned by Canadian farmers. Canada's vast wheat crop is largely raised for export. Though wheat production is not much more than half that of the United States, exports from the Dominion are 80 per cent. greater.

### Reparations Under Revision

FROM THE MOMENT of their opening session on February 11, the financial experts of six nations toiled assiduously in Paris in an effort to find a solution for the problem of reparations. Their task was twofold: first, to agree upon a total amount which Germany was to pay; and, second, to devise some satisfactory means for handling the payments. The Dawes Plan had been in successful operation for four years, a period which had witnessed also the economic rehabilitation of Germany. All the payments called for under its schedules had been promptly



THE PRIME MINISTER OF GREAT BRITAIN AND HIS CHANCELLOR OF THE EXCHEQUER

Stanley Baldwin, at the left, has been Premier since November, 1924, and the Parliament which brought him into office is now expiring by limitation at the end of five years. If the Conservatives retain a majority after the election of May 30, Mr. Baldwin, of course, will continue as Premier. At the right is Winston Churchill, Chancellor of the Exchequer, whose task it is to prepare a balanced budget of revenue and expenditure.

made, and their transfer to the Allies had been effected without damage to the German currency. But the foreign control provided by the Dawes Plan proved increasingly irksome to Germany and the need for agreement upon a total amount was evident. Under the chairmanship of Mr. Owen D. Young, the present committee of experts made rapid progress in its task of inventing means for handling future payments by Germany. An international bank was not merely to supersede the control set up by the Dawes Plan; it was to act also as a clearing-house for both reparations and payments on the inter-Allied debts, and to make contributions from its profits to the German reparations payments. The labor bestowed upon this plan seemed to have been rendered useless, however, when Dr. Schacht on April 17—in the tenth week of their deliberations—set \$6,240,000,000 as the maximum figure which Germany would agree to pay, and that only under conditions which to the Allies seemed of a political character and to involve a revision of the Treaty of Versailles. As their own figure of \$9,500,000,000 represented a considerable reduction from the original claim, the German sum was considered impossible. There seemed nothing to do but wind up the conference.

*Americans Suggest Compromise* WHEN THINGS CAME to this unfortunate pass, Mr. Young's colleague, Mr. J. P. Morgan, was cruising on the Mediterranean. He hastened back to Paris, and there followed a heroic effort to save the conference. After some days Mr. Young presented a new set of figures. These provided for payments which may be capitalized at \$8,750,000,000. Dr. Schacht consented to consider this new proposal as a basis for discussion, but only on conditions which were not immediately disclosed to the public but which were reported to be "highly explosive." It fell to England

to register the first complaint against the Young compromise. This was on the ground that the division of reparations among the Allies, as agreed upon at the Spa Conference in 1920, had been altered. In other words, it appeared that England's claim had been cut more than the others. The Chancellor of the Exchequer, Winston Churchill, lost no time in announcing in the House of Commons that the compromise proposals were not acceptable to his government; and there the matter rested again. England is still suffering from the effects of the War more than any other country, and the feeling there is that if the reparations total is set too low it means lower taxes on German industry, more effective competition from Germany, and a slower recovery for English industry from its present burden of unemployment. A comparatively small immediate sacrifice on the part of all concerned would produce a general distribution of benefits later. The difficulty is to determine how the present sacrifices can be equitably distributed. That is the real function of the Reparations Conference. A failure of the delegates to agree upon some compromise would seem almost inexcusable. If it were purely an economic matter, failure could not be excused; but where the real parties in interest are nations, politics is involved. And human nature is so constructed that in political questions emotion plays quite as large a part as reason. Yet it is difficult to see how a reasonable settlement can long be postponed.

#### *Japan and the Kellogg Pact*

FOURTEEN OF THE FIFTEEN original signatories of the Kellogg-Briand peace pact renouncing war have deposited their ratifications. Japan has still to ratify. The ostensible reason for the Japanese delay is a debate over the wording of the treaty. Article I reads: "The high contracting parties solemnly declare in the names of their respective peo-

ples that they condemn recourse to war. . . ." This wording has served as a peg upon which to hang a constitutional dispute in Tokyo. According to the Japanese constitution, the rights of sovereignty appertain to the Emperor and he alone has the power to conclude treaties. Strictly speaking, the Japanese "people" have nothing to do with the Kellogg Pact. So meticulous are the Japanese that there has been talk that the Tanaka ministry might be overthrown for its presumption in negotiating a treaty in this form. The effort of the Japanese Foreign Office to construe the word "peoples" as the equivalent of "nations" only serves to emphasize the fact that Japan alone among the great nations of the world is still governed by an absolute monarchy. She has all the usual parliamentary machinery, but it functions in a vacuum except in so far as it crystallizes a public opinion to which those who wield the name of the Emperor see fit to bow. To what extent the constitutional debate screens a real reluctance to sign the treaty it is difficult to determine. Japan's economic structure is like a bridge resting on two piers—one of which is Manchuria as a source of raw materials, the other China proper as a market for Japanese products. Japan essayed during and after the War to secure her control of Manchuria by military means. But she soon discovered that buttressing one pier resulted in the crumbling of the other pier under the impact of a Chinese boycott. Despite this lesson, there is a party in Japan which would be quite ready to resort to force if any Chinese government attempted seriously to curtail Japanese activities in Manchuria. This party might be reluctant to have Japan adhere to the Kellogg Pact, but there can be little doubt that the more powerful Japanese leaders realize that the cost of making war on China would far outweigh the profits. Premier Tanaka in the middle of May promised early ratification of the Pact.

#### *Stalin Regains Control*

WHILE THE COMMUNIST leaders in Russia have not relinquished their desire to start trouble in other countries, they have had to give considerable attention of late to quarrels among themselves. These quarrels center around the figure of Stalin, secretary-general of the Communist party and lately the most powerful man in Russia. It was against him that Trotsky's recent attack was directed. Trotsky had insisted that Stalin was favoring the wealthy peasants—"wealthy" in the sense that they had accumulated as much as \$300 worth of property. Thus, according to Trotsky, Stalin was betraying the principles of pure Communism. But Stalin, by reason of his control of the party machinery, was able to maintain his position and send his rival into exile. No sooner had he done this than he adopted many of the measures which Trotsky had advocated. Immediately he was faced with opposition on the other side—opposition which is rapidly gaining in strength among the younger Communists, and which numbers among its leaders men high in the party hierarchy. This opposition found its voice in the Party Conference, but it was silenced by Stalin's machine—silenced so easily as to arouse suspicion in some quarters that the whole

dispute had been staged merely to give the appearance of political vitality to the Stalin dictatorship. It seems much more probable, however, that there is a real movement behind it. Despite a succession of hopeful reports from Soviet officials, the economic pressure in Russia seems to be increasing rather than decreasing. There is little likelihood of any general desire to restore the old régime, yet it seems inevitable that the rulers of Russia must sooner or later adopt policies more in keeping with economic reality.

#### *Dictator of the Jugoslavs*

IT IS NEARLY five months since King Alexander of Yugoslavia discarded the parliamentary machinery of that country. On January 5—Christmas Eve according to the old Greek calendar—he took the reins of government into his own hands and intrusted the direction of affairs to the commander of the Royal Guard, General Zhivkovitch. This turn of events had been precipitated by the breakdown of the parliamentary system, due to the irreconcilability of the various elements of the triune kingdom. The Serbian politicians have been inclined to consider in the light of conquests those new territories delivered to King Alexander by the peace treaties, in which they should be free to exploit their own administrative incapacity. The King's new subjects, especially the Croats, deeply resented this attitude and carried on a continuous struggle under the somewhat erratic leadership of Stepan Raditch. The crisis came in June of last year, when Raditch was shot in the Serbian parliament and died a few days later in Zagreb, the old Croatian capital. After that the Croats refused to return to the parliament at Belgrade. Armed rebellion was seriously considered, but the hopelessness of success restrained the enthusiasts. They did succeed, however, in paralyzing the governmental machinery and in forcing the King to declare a dictatorship. Whether this will afford a satisfactory solution of the basic problem it is too early to determine. It depends somewhat upon the degree in which King Alexander can restrain Serbian officialdom. So far, despite the unsavory reputation of General Zhivkovitch, the King seems to have retained control of the situation; and by such measures as the appointment of a Croat civilian as mayor of Zagreb, to replace an army officer, he has succeeded in appeasing to some extent the hostility of the Croats.

#### *The Movie War in France*

THE WAR BETWEEN Hollywood and the French film producers is not only of interest in itself but also for its bearing on the general question of American trade abroad. The French cinema-going public, for reasons which may be good or bad, has shown a marked preference for American films. The very existence of the French film-producing industry has been threatened. In accordance with the general post-war custom, French producers had rushed to their government and demanded assistance. For several weeks during March and April of last year the czars of French and American filmdom, assisted by ministers and ambassadors, carried on negotiations. At last it was agreed that the Americans should buy one

French film for every seven American films imported into France. This agreement had been in force only a year when the French producers demanded the purchase of one French picture for every three imported from America. The Americans claim that this would make it impossible for them to do business in France, and they have threatened to withdraw. Meanwhile, negotiations are in progress and the Americans are asking for the abolition of the contingent system and the substitution of a high tariff. They are evidently counting on the favor of the French public to overcome the tariff. The French producers, before they agree to this plan, wish to be sure that their government will turn over to them the increased tariff duties. That is a matter with which this country is not directly concerned. The talking film may soon upset the whole arrangement anyway. But we are concerned with the contingent system. Several European countries have already put specific American products on a contingent basis—that is, importation is restricted to a certain percentage of domestic manufacture and sale. If this system should be generally adopted, it would mean that the rivalries of business, instead of remaining private affairs, would become even more directly than at present the subject of disputes between governments.

#### Tacna-Arica Settlement

IT IS NOW NEARLY half a century since Chile defeated both Peru and Bolivia in the War of the Pacific. As spoils of victory, Chile annexed Antofagasta, Bolivia's only province on the Pacific Coast, and occupied the Peruvian provinces of Arica and Tacna. In the treaty of Ancon, made in 1884, it was provided that after ten years the permanent sovereignty of these two provinces should be determined by a plebiscite. When the time came, Chile and Peru were utterly unable to agree upon the terms of the plebiscite; and as the years wore on the dispute became a festering sore in the international relations of the South American continent. On several occasions the United States attempted to bring about a settlement, and the matter was finally submitted to the arbitration of the President in 1922. A decision was not rendered until 1925, after President Coolidge had succeeded President Harding. It was in favor of a plebiscite, but neither General Pershing nor General Lassiter, who succeeded him as supervisor, was able to secure satisfactory conditions for an election. Secretary Kellogg, however, worked earnestly to bring the two disputants together and his efforts are apparently to bear fruit. In the agreement, now reported to await only the final formalities, Tacna is to be returned to Peru, while Chile is to retain Arica and pay Peru \$6,000,000 therefor. In addition to this, Chile is to construct a new section of the port of Arica, for

the exclusive use of Peruvian shipping, and connect it by rail with the line to Tacna north of the new frontier. To commemorate this happy conclusion, the old fort at Arica is to be dismantled and become the site of a memorial monument.

#### Vitality in a Disarmament Conference



HON. HUGH GIBSON  
Ambassador to Belgium

ON APRIL 15 the Preparatory Commission on Disarmament gathered once more at Geneva. Despite the fact that twenty-eight nations were represented—including the United States, Russia, and Turkey, who are not members of the League—the outlook was depressing. On five previous occasions this commission had met, wrangled for weeks over the relative military value of battalions and battleships, tons and guns, fogs and bogs, and then adjourned leaving the question of disarmament about as they found it. Nothing had happened since the last session ended, in March of last year, to indicate that this sixth session would be any more successful than its predecessors. Chief of the American delegation was Hugh Gibson, Ambassador to Belgium, and representative of the United States at enough disarmament conferences to enable him to qualify as an expert in his own right. He was expected, like his colleagues, to support the same theses which he had upheld in previous conferences. But when he rose on April 22 and began to speak, quietly, confidently, earnestly, it at once became evident that something new was happening. Reaffirming the preference of his government for limitation by categories of

ships (the method of the Washington Conference of 1921), he recognized the objection of other nations to the extension of that method. As the United States is desirous of securing not only limitation but actual reduction of naval armament, Mr. Gibson proposed a formula for measuring naval strength which should take into account not merely tonnage and gun-calibers but also the age and size of individual ships, their speed, their armor, and other factors. The broad implication of his statement was that President Hoover and the Administration at Washington were ready to reopen the discussion with Great Britain, on the basis of allowing the British a larger tonnage in small ships while we maintain a smaller tonnage in large ships. Naval experts in Washington and London at once began figuring on an index formula. In both Britain and America there is evident an earnest desire for agreement on some reasonable basis. Made at the height of the electoral campaign in England, the new proposal had the effect of causing all three political parties there to express cordial approval. It remains to be seen whether the experts of the two countries can agree upon a formula. Another session of this Preparatory Commission of the League may be held before the end of the present year.

# A Record of Current Events

FROM APRIL 14 TO MAY 14, 1929

## PROCEEDINGS IN CONGRESS

April 15.—The Seventy-first Congress meets in special session, to consider farm relief legislation and limited tariff revision.

April 16.—Both branches receive the President's message, outlining the need for tariff revision and aid for the farmer.

April 18.—In the Senate, Chairman McNary (Rep., Ore.) introduces the Agricultural Committee's Farm Relief bill.

April 21.—The Senate bill for farm relief is severely criticized by President Hoover in a letter to Chairman McNary; the export debenture plan (a payment by the Government, to exporters of agricultural products, equal to half the import duty on such products) is characterized as a subsidy which would cost \$200,000,000 a year—a gigantic gift to speculators.

April 22.—The Senate Agricultural Committee, despite President Hoover's disapproval of the export debenture plan for farm relief, votes 8 to 6 to keep the plan.

April 25.—In the House the Administration farm bill, providing for a Federal Farm Board, a revolving fund of \$500,000,000 for loans, and stabilizing marketing organizations (but not the Senate debenture plan), is passed by a vote of 367 to 34.

May 7.—In the House the Republican tariff bill is introduced; it provides widespread upward revision, including agricultural products, and possible reorganization of the Tariff Commission.

May 8.—The Senate votes 47 to 44 to retain the export debenture scheme in the Farm Relief bill, in spite of President Hoover's opposition.

In the House dissatisfaction with the tariff measure is widely expressed; various state groups, including California and Pennsylvania representatives, demand that products of their constituents be included in the duty increases.

May 14.—The Senate adopts its Farm Relief bill by vote of 54 to 33, the opposition being 2 Democrats and 31 Republicans.

## AMERICAN POLITICS AND GOVERNMENT

April 17.—The Wisconsin Assembly, 56 to 33, accepts the verdict of the referendum of April 2 and votes for repeal of the state dry enforcement law.

April 22.—President Hoover declares at the annual meeting of the Associated Press in New York that crime and disrespect for law threaten the future of the nation; prohibition, he says, is responsible for only a small part of the general lawlessness which is the dominant issue before the country.

April 30.—Jouett Shouse, former Representative and Assistant Secretary of Treasury under President Wilson, is appointed chairman of the executive committee of the Democratic party.

May 6.—President Hoover names Charles E. Hughes, Jr., as Solicitor-General.

Harry F. Sinclair, oil operator prominent in the Teapot Dome oil investigation, begins a 90-day jail term at Washington for contempt of the Senate.

## FOREIGN POLITICS AND GOVERNMENT

April 15.—Winston Churchill's new budget for the British people drops the famous tax on tea, saving the consumer eight cents a pound but abandoning \$30,000,000 in revenue.

April 20.—The first Italian Parliament elected under the new Fascist-only plan, is opened by King Victor Emmanuel.

April 28.—General Calles reports to President Portes Gil of Mexico that the revolution which began March 2 is ended, except for the activities of small bands.

May 1.—Eight persons are killed and 73 wounded in Berlin when Communist May Day demonstrators battle with 500 police in the bloodiest disorders since the revolution; other European cities report disorders but few casualties.

May 2.—Seven more Communists are killed by Berlin police, in riots continued from May Day.

May 3.—Further Communist rioting in Berlin brings the list of dead to 20, including 5 women, in 3 days; police finally restore order.

May 4.—The new Austrian coalition cabinet, headed by the Christian-Socialist Dr. Ernest Steeruwitz, is ratified by Parliament, thus ending a month's ministerial crisis.

## THE DISARMAMENT CONFERENCE

April 15.—The Preparatory Disarmament Commission of the League of Nations Assembles at Geneva for its sixth session.

April 22.—An American move for actual naval disarmament is made; readiness to abandon attempts at limitation by categories for a modification of the French plan for limitation by total tonnage is announced, and a new standard of measuring equivalent naval values is suggested, by Hugh Gibson.

April 24.—British approval of Ambassador Gibson's naval disarmament proposals is announced by Foreign Minister Austen Chamberlain in the House of Commons.

April 26.—Ambassador Gibson makes an important concession at



WOMEN MEMBERS OF THE NEW CONGRESS

When the special session assembled it brought together twice as many women Representatives as there had been in any previous session. In the front row of this group, from left to right, are: Mrs. William A. Oldfield, of Arkansas; Mrs. Edith N. Rogers, of Massachusetts; Mrs. Ruth Baker Pratt, of New York; Mrs. Ruth Hanna McCormick, of Illinois. Back row: Mrs. Ruth Bryan Owen, of Florida; Mrs. Mary T. Norton, of New Jersey; Mrs. Florence P. Kahn, of California. The eighth member, Mrs. Katherine W. Langley, of Kentucky, is not in the picture.

Geneva; he announces that, as a practical matter, the United States will no longer object to excluding trained reserves from the measure of peace-time land armaments.

April 27.—British, Germans, Dutch, and other delegates follow the United States in withdrawing objections to excluding trained reserves from armament; it is regarded as a sweeping victory for nations having compulsory military training.

May 6.—The Preparatory Disarmament Commission adjourns for indefinite recess, during which the new American plan for naval reductions will be studied.

#### INTERNATIONAL RELATIONS

April 17.—The conference of financial experts at Paris, looking toward a revision of Germany's obligations to her former enemies, seems in danger of failure; Dr. Schacht rejects the Allies' demands of from 400 to 576 million dollars annually for 58 years, and offers 393 million for 37 years.

April 23.—General Dawes and his commission of American experts delivers its report to President Horacio Vasquez of Santo Domingo; it recommends means for setting up a budget system, and introduces a revolutionary note into Latin American governmental finance by suggesting that, when expenses outrun income, economy rather than added revenue is to be sought.

April 25.—Disputed points of fact and law in the sinking of the Canadian rum runner *I'm Alone* by the American Coast Guard will be settled by international arbitration, it is announced in Washington and Ottawa.

May 3.—In Tokyo, Prince Henry, third son of King George, confers upon Emperor Hirohito, Emperor of Japan, the garter, Britain's highest order of knighthood; Hirohito bestows the Order of the Chrysanthemum, Japan's highest decoration, on Prince Henry.

#### OTHER OCCURRENCES

April 14.—American exports for 1928, as reported by the Department of Commerce, show an increase of 5.4 per cent. over 1927 and reach a total of \$5,129,000,000.

April 24.—A new solo flying record for women of 26 hours 21 minutes and 32 seconds is set by Elinor Smith, 17 years old, at Roosevelt Field, Long Island.

April 25.—U.S.S. *Pensacola*, a 10,000-ton, eight-inch-gun cruiser is launched under the terms of the Washington Treaty at Brooklyn Navy Yard.

April 30.—New night air mail service from coast to coast is begun; the former time is reduced a full day, to 31 hours.

May 1.—New York reporters, in an airplane 2500 feet high, telephone their offices in the ordinary manner, in a test of a new radio-telephone.

May 2.—Presidents of several important railroads announce sharp reductions from 2 to 5 cents a bushel on freight charges for export shipments of wheat, because a farm "emergency of national proportions exists"; reductions are to hold until September 30.

May 4.—A five-day week, as well as a 10 per cent. pay rise, is granted to 150,000 building trades workers in New York City.

May 5.—A new radio telephone on a Canadian National Railway train maintains two-way communication with the home office in a test.

May 6.—Records for free balloon distance and duration are broken when Lieut. Thomas W. G. Settle and Ensign Wilfred Bushnell, who left Pittsburgh May 4, land on Prince Edward Island; their distance of 900 miles and time of 42 hours 18 minutes surpass old records of 572 miles and 26 hours 45 minutes.

May 8.—Lieut. Apollo Soucek, U. S. N., sets a new world's altitude record of 39,140 feet at Washington.

May 9.—The international fair at Seville is opened in the presence of the King of Spain, Premier Primo de Rivera, and other notables.

In the Philippines, astronomers from all over the world observe and photograph a total eclipse of the sun; their obser-



#### PREPARING FOR THE 1932 CAMPAIGN

Mr. John J. Raskob (at the right) has made notable progress in his effort to rid the Democratic party of a huge campaign debt. In the larger plan to harmonize differences of policy among the leaders and in the ranks, J. Havelock Wilson (at the left) has accepted the post of chairman of the executive committee of the Democratic National Committee. He was born in Kentucky, went to school in Missouri, was elected to Congress from Kansas, lived in Washington as Assistant Secretary of the Treasury, and has recently practised law in Kansas City.

vations are accepted as partial proof of the Einstein relativity theory.

May 12.—The Pulitzer prize for the best novel of the year is awarded to Julia Peterkin's "Scarlet Sister Mary"; for the best play to Elmer Rice's "Street Scene."

#### OBITUARY

April 14.—Mrs. Flora Annie Steel, noted English author of books on India, 82.

April 16.—J. Havelock Wilson, founder and president of the seamen's union in Great Britain, 70.

April 19.—William W. Guth, president of Goucher College since 1913, 58. . . . Lord Revelstoke, head of the London banking house of Baring Brothers and leading British expert on the commission adjusting German reparations, 65.

April 20.—Prince Henry of Prussia, only brother of the former German Emperor, 66.

April 21.—William Spry, Commissioner of the General Land Office and former Governor of Utah, 65.

April 26.—Grand Duke Michael of Russia, first cousin of Czar Alexander III. . . . Tom Finty, Jr., distinguished Texas journalist, 61.

April 27.—Dr. Charles E. de Medecis Sajous, discoverer of the functions of ductless glands, 76.

May 2.—Thomas A. Dorgan, cartoonist, known as "Tad," 52.

May 3.—John C. Huffington, marine painter, 65.

May 4.—Paul Kennaday, social worker and pioneer in anti-tuberculosis campaign, 56.

May 5.—Charles Grafly, noted Philadelphia sculptor, 66. . . . Rev. John S. Earl, D.D., of Chicago, editor of the *Baptist*, 63.

May 6.—John J. Casey, Representative in Congress from Pennsylvania and president of the State Federation of Labor, 54.

May 7.—Dwight Elmendorf, lecturer, 70.

May 8.—Martin Maloney, prominent Catholic layman of Philadelphia, 82.

May 10.—Dr. Frederick S. Kolle, of New York, X-ray pioneer, 57. . . . John T. Moore, Tennessee librarian and historian, 70.

May 11.—Birge Harrison, noted American landscape painter, 73.

May 12.—Chester B. McLaughlin, former judge of the New York Court of Appeals, 73.

May 14.—Edward Payson Weston, the famous walker, 90. . . . Edward Breck, editor, author, and authority on naval matters, 68.

# Current Topics in Cartoons

Farm Relief & Tariff Revision & Foreign



A NEW FACE, BUT THAT FIGURE LOOKS STRANGELY FAMILIAR  
By Darling, in the *Herald Tribune* © (New York)



MR. HOOVER TALKS TO THE AMERICAN FARMER  
By Weed, in the *Evening World* © (New York)



(Center)  
EXCESS BAGGAGE  
By Thiele, in the *Post-Tribune* (Gary, Ind.)



TOO MUCH HELP IS NO HELP  
By Evans, in the *Dispatch* (Columbus, Ohio)



SPRING PLANTING  
By Warren, in the *News* (Cleveland)



IT CERTAINLY NEEDED TRANSPLANTING  
By Morris, in the Union (Springfield, Mass.)



SHADES OF T. R.! ARE WE SEEING THINGS?  
By Thiele, in the News-Times (York, Nebraska)



A RAISE FOR THE FARMER?  
By Orr, in the Tribune © (Chicago)



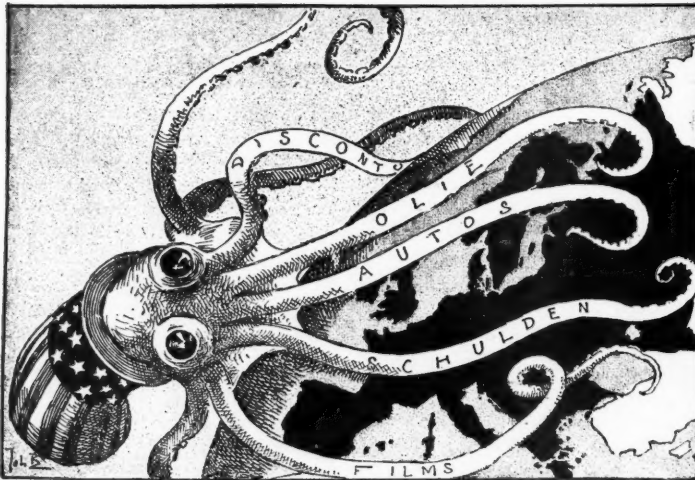
CAREFUL YOU DON'T UPSET THINGS!  
By Talburt, in the Telegram (New York)



UNHAPPY DAYS FOR THE REAPPORTIONMENT BILL  
Chorus of Congressmen: "Don't dare to cut my state vote!"  
By Berryman, in the Star (Washington, D. C.)



MOTHER-IN-LAW ARRIVES TO HELP  
Thirty-four Democrats joined thirteen Republicans to pass the Senate's farm debenture proposal.  
By Darling, in the Herald Tribune (New York)



#### AMERICA'S INTEREST IN EUROPE

A Dutch view of America's concern for European discount rates and debts, and her business in oil, automobiles, and films.

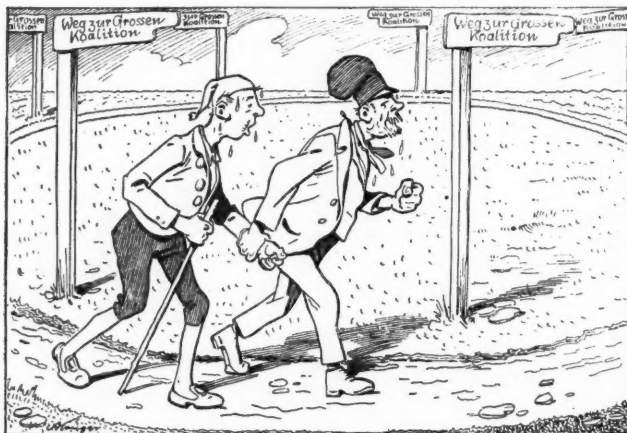
By Braakensiek, in *De Groene Amsterdammer* (Amsterdam, Holland)



#### AMERICA GOES FORWARD IN GERMANY

"The world will recover by German methods"; a bit of satire on American automobile enterprise in Germany.

From *Simplicissimus* (Munich, Germany)



#### MICHEL (German Public): "IS IT MUCH FARTHER?"

Germany apparently travels in a circle on its way to a stable coalition of her political parties.

From *Kladderadatsch* (Berlin)



#### APPEALING TO ENGLAND'S FLAPPER VOTE

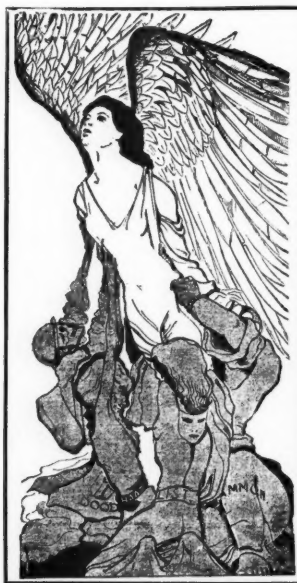
Sir Austen Chamberlain: "You will get the best view from here, ladies, and your standing will be perfectly safe."

From the *Western Mail* and *South Wales News* (Cardiff, Wales)



ENGLAND BEARS THE WAR'S BURDEN  
Says Germany: "Can't you stretch your neck a wee bit further? I love simple flowers."

From the *Evening News* (London)



STRUGGLING PEACE  
Kept from flying by hatred, cunning, and Mammon.  
From the *Notenkraker* (Amsterdam)



AN ECHO OF THE OIL SCANDAL  
Europe: "You're getting fatter and fatter, Uncle Sam."  
Uncle Sam: "They feed me on petrol."  
From *Il Travaso* (Rome)

# John Bull Goes to the Polls

By FRANK H. SIMONDS

## I. The British Election

THE PAST MONTH has seen three developments of major importance in world affairs: the British political campaign; the conference in Geneva, at which was discussed the question of the limitation of armaments, including the rather sensational American proposals in the matter of naval reduction; and, finally, the further extension of the Paris Conference concerned with reparations.

As to the British campaign, the results of which will be in the reader's hands concomitantly with this magazine, there has been general agreement that it has been one of unusual importance. Indeed, the results may give clear evidence of a change in British political temper and direction which will dominate a future still uncalculated.

Looking back over post-war Britain, the most striking circumstance has been the parallel rise of the Labor party and the fall of the Liberals. When the War broke, Britain was ruled by a Liberal régime, headed by Mr. Asquith, which had been in power steadily for nearly a decade and was itself an expression of the great reaction following the Boer War.

Before the tremendous crisis of the world struggle was well on, the Liberal party broke down. Muddling in the earlier phases of the War led first to a coalition Cabinet with Asquith at the head. Further muddling brought Lloyd George to the fore and resulted in the creation of a second coalition Cabinet in which Lloyd George was supreme and his associates were chiefly drawn from the Tory party.

The so-called Khaki election of December, 1919, finally swept away the last semblance of Liberal ascendancy; and the coalition of that day was little more than an alliance between Lloyd George and the Tory leaders. This alliance lasted through the Peace Conference and finally broke down as a consequence of the crisis in the Near East, which culminated in the return of the Turk to Constantinople and the temporary threat of an Anglo-Turkish war.

Bonar Law then replaced Lloyd George, a new election giving the Tories a firm grip upon the House of Commons, and Britain settled back with the expectation of a long period of political peace. But the occupation of the Ruhr in the face of British opposition fatally weakened Tory prestige. Then Bonar Law, already a dying man, retired, and Stanley Baldwin, who succeeded him, precipitated a new election on the issue of protection.

This election in the last days of 1923 resulted in the sweeping defeat of the Tories, but neither the Labor nor the Liberal party obtained a majority. Ramsay MacDonald, the Labor chief, was able to form and maintain a Labor government for a few months, only through the sufferance of the Liberals.

He in turn fell, in the autumn of 1924, as a consequence of a Red scare. In the ensuing election the Tories scored a tremendous triumph, electing more than 400 members of a house of 615, while Labor fell to 150 and the Liberals to little more than 40. Moreover, the Liberals themselves were now hopelessly split between the Lloyd George and Asquith factions.

The past five years, then, have seen a Tory ascendancy in the House of Commons so complete as to eliminate any chance of effective opposition. And necessarily the recent campaign has been fought upon the single issue of the administration by these Unionists of their mandate of 1924. All criticism in the feverish days of the campaign has centered about Tory performance, and Labor and Liberal appeals have been based upon the assertion that the Tories have failed in all directions.

The first of the indictments leveled at the Baldwin Cabinet has been based upon its manifest failure to meet the supreme British problem, which in American terms would be that of restoring prosperity. And the basis of the indictment has been the total failure to abolish unemployment, which during last winter recalled heights equalled only in the first bad year after the War.

Broadly speaking, one may say that ten years after the War Britain is the European country which shows most scars. While the devastated area of France has been totally reconstructed and the coal region of Lens has been restored to normal and even greater production, while France actually discloses a shortage of labor and Germany has made an incredibly rapid comeback economically, the gains in British commerce have been relatively slight. The coal industry has shown steadily declining revenue and last winter not a few of the coal districts were the scenes of misery almost beyond exaggeration.

Five years of complete and unchallenged control have not sufficed to permit the Tories to bring back any impressive fraction of British prosperity. The gigantic coal strike, which came shortly after their arrival in power, not only struck a new and heavy blow at British industry, but in the later estimates of unprejudiced observers was largely the fruit of the weakness of Baldwin and the truculence and jingoism of Churchill and a few of his associates.

British unemployment, which remains at 1,250,000 and rose to nearly 1,500,000 during the winter, amounts to a disclosure of the fact that well-nigh one seventh of the population of Britain is sustained by public charity through the dole. In the coal industry, it is also the fact that for many thousands—upwards of 250,000 of actual workers—no hope remains of any return to employment in the single trade they can

follow. Coal is only the worst of many industries. Textiles and iron and steel are similarly in a bad way. Agriculture—which, despite all the consequences of the industrial revolution, remains a very important branch of British life—is at the lowest ebb of modern history.

In so far as there is any contrasting detail it must be found in new industries, of which the automobile is the most notable. But allowing for these brighter details, no one can mistake the fact that if British industry has not actually been going down hill in the post-war years, it has during the last five revealed a lack of any such pick-up as alone could bring back former prosperity.

You say the thing succinctly if you record that since 1919, not only the United States, but even France, Germany, and Italy, not to mention smaller nations like Belgium, have been recovering and going forward, while Britain has so far been unable to make the necessary adjustments. Crippled by the hugest debt in history, now amounting to \$38,000,000,000, nearly four times that of the United States when the sums covered by debt settlement are deducted, bearing the heaviest taxation known, increasingly challenged alike by American and German competition, and finally with a staggering number of unemployed, Britain at the end of the first decade of peace is manifestly the supreme loser in the War itself.

To the indictment based upon economic failure, there is added that drawn from the apparent failure of British statesmanship abroad. The first successes, registered in the Locarno Pact, have had no real sequence. And it is not unfair to assert that Locarno was in reality the consequence of the foreign policy of Ramsay MacDonald, and that Chamberlain reaped where he had sown. In later years the hopes of Locarno have withered, the hoped-for policy of appeasement has not led to any decisive results. Allied armies remain on German soil, German resentment mounts, European disarray certainly seems to grow.

The double charge of the critics of Baldwin and Chamberlain rests upon the assertion that in purely European affairs Britain has become no more than the creature of French policy—following France in each step designed to preserve the old sort of dominance by alliance based upon supreme military and naval power—while in dealing with the United States, Admiralty jealousies and aspirations culminated in the failure of the Geneva Conference of 1927 and the beginning of an acute tension between the two English-speaking nations.

Ramsay MacDonald and Lloyd George have with equal emphasis demanded a real adjustment with the United States on naval matters. They have with full justice charged that the naval branch of the Tory party, which is possessed of enormous if not controlling influence, has never wanted to face fairly the question of equality with America. One must, to be sure, make many allowances for the familiar bunkum of campaign eloquence, and recall that both Labor and the Liberals will prove hard bargainers when the real debate over equality comes. Yet, at bottom, both parties realize that competition in construction is beyond British resource and that friendly rela-

tions are the wish of the mass of the British peoples.

On the question of the debts, both interallied and American, one must note that the opposition premises are a little less satisfying from the American point of view. Snowden's characterization of these bargains, of the Balfour Doctrine itself, as "infamous" raised a scene in the House of Commons recently and drove MacDonald to an explanation which was little short of repudiation. The truth is that one of the most effective charges leveled against the Tories has been that they agreed to pay the United States too much and demanded from the war-time allies too little.

Labor and the Liberals would certainly prove far more willing to compromise the naval issue than the Tories. But, on the other hand, both Lloyd George and Ramsay MacDonald are driven by their party associates to advocate revisions of debt settlements which must seem to American eyes at once unreasonable and impossible. And one must in fairness to Stanley Baldwin note that, as he says, he made the best possible bargain in Washington and that the consequences of the bargain were the immediate profits to Britain, which had been calculated.

You have the double motif running through British politics. The Liberals hate France and are assailing Tory foreign policy because it rests upon close association between Paris and London. Labor hates France probably quite as much, but the point of its attack is monetary. The Liberals see France more powerful in Europe than before the War and pursuing an independent policy, even towing Britain behind, and they resent this. The Labor members see France more prosperous than Britain, paying smaller taxes and without unemployment.

Nevertheless, the recent campaign has disclosed the lack of any real program in the hands of any one of the three parties. The Tories, despite a record of failure or of bad luck which is little less than appalling, have frankly based their appeal for return to power upon the fears and prejudices of the British electorate for the Socialists. They have used just the same sort of appeal which was once used in this country against Bryan, and which with appropriate Russian trimmings gave the Tories their victory in 1924.

Lloyd George, speaking for the Liberals, has made promises almost without limit. He has agreed to end unemployment in a year. But while much of the old suspicion of the Welsh Wizard remains, one must note that he has regained at least a hearing. There is heard the inquiry: "Might he not in the present crisis prove the man, as he did in the old and evil days, when the munitions muddle threatened to lose the war?" No one has thought of a Liberal victory or a Lloyd George ministry, but there have been a rather surprising number of suggestions that either in a Liberal-Labor or a Liberal-Tory coalition he might occupy an important post. Unmistakably he has made himself felt and heard again, after a long period of exile from popular favor and attention.

Labor has more frankly directed its attack upon the whole Tory record. It is out for absolute power, which it did not possess last time, with the program of nationalization of many key industries, notably coal

and transportation. Yet, even in the campaign, it has shown the dangerous divisions existing between the two wings of the party, one of which is composed of former Liberals like MacDonald, and the other of the radical elements, who more fairly deserve the name of Socialists and who in case of a Labor victory would demand drastic reforms and changes.

The truth is that the recent campaign has shown Britain still hesitating between an old system, which has shown many signs of breaking down, and a new program, which arouses the traditional suspicion of the Briton for an all sweeping change. The feeling of disquiet, of dissatisfaction, even of anxiety for the future is discoverable in every class of Englishman. The sense of a decline in national influence abroad and national prosperity at home finds expression steadily, as it supplied the main theme of the recent campaign.

In sum, one was forced to conclude that for the first time, in the recent campaign, the issue was squarely raised: "Is muddling-through a really adequate program of an industrial nation under con-

temporary conditions? Is the competition of the United States and Germany to be successfully met solely by reducing wages and closing coal mines, with no thought to the need of such newfangled notions as rationalization and with no regard for the development of machines?"

The party in power was plainly the party of "muddle." It had remained faithful to every British tradition, naval as well as economic. At Geneva Austen Chamberlain spoke in the fond hope that he had caught the accents of Salisbury and Disraeli. In dealing with the United States, Churchill insisted that Britons should stick to the "Nelson Touch" and resist to the death the idea that an American claim to equality should be accepted. So, in the election an England which was unmistakably "old" in its conceptions and spirit, confidently confronted a new England which proclaimed that a new age needed new policies. And judging from the course of the campaign itself, it was difficult to determine whether the electorate most discredited the old or most distrusted the new. Possibly the election will show that it did both.

## II. Naval Discussion

WHEN ONE TURNS to the Geneva discussions two facts are clear. In the first place, in the matter of land armaments it is unmistakable that the Geneva decisions have postponed indefinitely any chance not only of disarmament but even of effective limitation. On the other hand, the proposals of the American representative, Ambassador Hugh Gibson, have conceivably opened the door to new conversations between the British and ourselves—and, indeed, among all five naval powers—on the subject of limiting naval armament.

As to the naval question, Mr. Gibson's proposals were twofold. First (and everyone realized that he spoke for President Hoover), he urged that discussion should be based upon the idea not of limitation but of actual reduction. In the second place, he suggested that in the search for equality between navies—and between the American and British navies the question is alone acute—some new standard of measurement should be found. Tonnage, he in fact conceded, is not a sufficient yardstick, even when taken in company with that of caliber of guns. Age, speed, protection, might justly be counted and a whole new doctrine of equivalent naval values established.

Thus on the one hand Mr. Gibson, in effect, struck heavily at the British proposals championed at the Coolidge Conference in 1927 (where British needs were set forth in terms of 70 ships and 400,000 tons), by implication reviving the American figure of 250,000 tons. On the other hand, however, he formally abandoned the American thesis of the same hour, which insisted upon tonnage as the single yardstick of measurement.

Anyone who has talked with Mr. Hoover before or since he entered the White House knows that for him the really important thing is that there shall be a reduction of naval tonnage, and thus a curtailment of expense, alike in the construction and the maintenance

of fleets. Reduction is for him the Golden Text for any international conference. And the importance of the "equivalent naval tonnage" formula, in his eyes, lies in the obvious fact that it might serve as a means of breaking the existing deadlock.

Put in simple terms, what Gibson's proposal means is that there should be assigned to each power a certain global tonnage covering all categories—cruisers, submarines, and torpedo boats. But in addition each power should be entitled to transfer from one category to the other such tonnage as it might desire. Great Britain, for example, needing practically no submarines, could carry over its quota to cruisers. This plan is not new, and Mr. Gibson specifically explained that he was so far adopting a previous French proposal.

But in addition he definitely abandoned the American thesis that tonnage should be the sole basis of measurement for cruisers. Other factors—such as age, speed, armament, and armor—might be recognized. Coefficients of value for these several items might be fixed. The United States, which is now building a new fleet of 10,000-ton boats, designed to carry eight-inch guns, might be prepared to recognize that a British fleet with many older and smaller craft would necessarily need larger tonnage to possess equivalent value.

"Tonnage is not in itself an adequate measure of naval value." That is the substance of the decision of President Hoover, the engineer, voiced by Mr. Gibson at Geneva. It remains to be seen if the experts of both nations can agree upon some formula, some yardstick, to be applied to the ships of the two fleets and calculated to disclose their actual and relative strengths.

But although less than a month has passed since the first announcement at Geneva of this new American suggestion for adjusting British and American

naval strength, it is already becoming patent that very grave difficulties lie ahead. Broadly speaking, these difficulties are to be traced to two sources: the experts of our own navy, who perceive the highly technical nature of the new proposals, and the members of both branches of Congress, who already begin to suspect that they will presently be called upon to support an agreement which will, on the surface at least, be a denial rather than a realization of parity.

On the technical side it is almost impossible for the layman to understand the difficulties incident to arriving at any satisfactory yardstick. As long as ships are measured by the simple test of tonnage and category, the veriest landlubber can see something of the situation. To say, as we have done hitherto, that no cruiser shall have more than 10,000 tons or carry more than eight-inch guns, and that up to 250,000 or 350,000 tons both the British and ourselves shall build as many cruisers as we choose of whatever size we prefer, all that is engagingly simple.

But when, instead, it is proposed to reckon on the basis of tonnage, caliber of guns, age, armor, to fix a coefficient for naval bases, to bring in the question of speed—then one passes from simple arithmetic to calculus, and what is required is not the diplomacy of Talleyrand but the mathematics of Einstein. For patently, one passes at once from the consideration of the absolute to a practical application of the doctrine of relativity.

In such a computation it is clear that there will be no fixed value. The British and our own experts will each undertake, quite naturally, to show that the kinds of ships each possesses must be reckoned very low, so that both can have as many as possible of what they desire. The British will attempt to establish the fact that our new 10,000-ton boats, with eight-inch guns, are worth so much more than their older and smaller cruisers that they must have very many of these to counterbalance. Thus it might easily come about that while we have built and are building some 305,000 tons of cruisers and the British 387,000 and we have 33 boats under twenty years of age and they 65, their application of the new yardstick would prove that they are entitled to build more boats and we are condemned to scrap some of our proposed new ones.

In this game of the new yardstick, there is no existing standard of measurement. It is like trying to arrive at a balance between bananas and apples. Those who have bananas will try to prove that bananas are far less valuable than apples, so that they may have more. And the apple men will quite as honestly and just as earnestly be at the opposite operation. But who is actually to settle the main issue as to what is the actual value of an apple and of a banana, and what is the relative value?

Beyond all debate what will happen is that the experts of both countries will sit down—in fact, they have already sat down—to make up tables and formulas. Sooner or later these tables will be pitted against each other. The British formula will be designed to show that the British navy is even now in the cruiser branch inferior to ours. The American formula will just as certainly disclose the fact that

we are hopelessly inferior. Then how is the deadlock to be broken?

Manifestly the British and American diplomats can undertake to set aside all the complex calculations of their experts and seek a rough-and-ready compromise. But that means that each government will find itself at once confronted by all the opposition which will spring from the sections of public opinion and political power subject to the influence of the navy groups.

Thus it is already clear that what is ahead is a double battle. First of all there will be the usual conflict between the experts of the two countries. Each will prepare the statement of his view of values. Each will reject indignantly the standard of the other. Each will put before its own country its conviction that the program of the rival experts would leave Britain or the United States practically defenseless. In theory the discussions of the experts might be secret, but in practice the press of both countries would promptly be informed and the publics aroused.

Assuming that the diplomats and statesmen compel the experts to agree upon some form of compromise, the next step would be to force such an agreement through Congress and Parliament. And in each country the press and public, favorable to national defense and fearful for national security, would be bound to rally to the defense of national interest and to oppose the compromise. If, for example, Labor should win the next British election and accept such a compromise, the Tories and one branch of the Liberals, together with most of the British press, which is anti-Labor, might make this the basis for a campaign to upset the government.

In the United States, in the same way, Congress—which means mainly the Senate, which always "views with alarm" any negotiation conducted by the State Department—has already manifested sharp disquiet over Geneva events and a certain resentment at the fashion in which very important steps have been taken with apparent casualness and without any regard for Senate susceptibilities. Nor can one lose sight of the fact that the question of adherence to the World Court, which is bound to rally all the isolationists, may come up for debate at the precise moment the new naval proposals are similarly submitted to the Senate.

If, when the American and British experts had worked out their respective formulas, it were possible to submit them to some arbitration board, it is clear that substantial equality might be arrived at. But neither the British nor ourselves are going to ask a Japanese, a Frenchman, or a German to decide a question of this sort. Much less are we going to agree to let the League of Nations, for example, iron out the differences.

But glance at the problem of formula: Suppose that a 10,000 ton cruiser, carrying eight-inch guns and under five years of age, be accepted as the unit and estimated at 1000 points. What then, would be the value of a 3700-ton cruiser carrying six-inch guns and already fifteen years old? How would you find comparative values for the respective speeds of the two boats, which might be 33 knots and 22.5? What, in a word, would be the coefficients of tonnage, caliber,

speed, obsolescence? Clearly each nation's experts would bring in a table calculated to show its rival's existing fleet as supreme, and would devise a system of coefficients to prove its own fleet relatively helpless.

Inevitably there would be again, as before, an enormous outcry in certain quarters over the expert. He would be charged with every sort of stupidity conceivable. But in fact his job is to provide for the maximum possible defensive armament for his country. Instinctively he would calculate in terms favorable to his own country. The chief trouble is not with the expert but with the effort to use an expert in a field in which he has no fitness, indeed in which he has grave handicaps.

On the other hand, no country, no government, would risk leaving the adjustment to a landlubber, to a man who had perhaps never more than seen a warship. And the United States Congress, still dominated by the conviction that at the Washington Conference Mr. Hughes was persuaded to sacrifice supremacy without getting equality, would not very willingly follow the leadership of the State Department in the matter of adjusting naval forces.

At bottom the chief difficulty in the whole situation lies in the fact that having different conditions we need different ships. The British can use small cruisers; we must have larger ones. The possession by the British of many relatively near naval bases determines this fact. But, in addition, the possession by the British of a considerable number of passenger steamers—built to be converted into cruisers in time of war and to carry six-inch guns—insures our hopeless inferiority if our cruisers are not armed with eight-inch guns.

If you include naval bases and passenger steamers in the calculation we should hardly have parity under any proposal so far advanced. Yet, if we have many more 10,000-ton cruisers than the British, in any actual combat of both cruiser fleets, a thing totally unlikely, we should have combat superiority. In any event some one will have to abandon something, but this surrender will visibly and undeniably weaken national defense.

Now the whole situation is gravely complicated by the fact that, broadly speaking, the United States believes the British are trying to prevent us from obtaining real equality and Great Britain believes that we are out for naval supremacy. And it is equally true that the American conception of parity seems in British eyes a

clear demand for supremacy, while the British idea of parity seems to us open insistence upon mastery.

In this situation the attempt to settle the matter by coefficients, by higher mathematics, by Einstein's doctrine of relativity, becomes dangerous because it multiplies the points of possible dispute. Since we and the British were deadlocked over questions of tonnage and gun-caliber, it was manifestly necessary to find some new basis of discussion. If both countries are more eager to agree than determined to possess absolute equality in all directions, the Hoover move may prove decisive. But here in Washington it is impossible to mistake the rising tide of protest and even of opposition.

On the other hand, those in the confidence of the President maintain that he sees, with obvious justice, that at the moment there is a complete deadlock; that unless some new door be opened the deadlock will continue; that the proposal of the equivalent naval values is the single and the last hope of any solution. If it fails—and there is no undue optimism here—then all hope of early accommodation, all possibility of reduction, disappears.

Moreover, there is general appreciation of the fact that in proposing a new deal, at the moment when Britain is entering an election, not only the opportunity but the necessity was placed before all three British political parties to declare themselves, and from these declarations a situation might develop which would prepare the way for later success.

When this preliminary disarmament conference ended, on May 6, it had been in session exactly three weeks; and it was expected that another session might be held toward the end of the year. Instead of almost despairing over the situation, remarked Lord Cushendun, we are in the most hopeful frame of mind.

As I write these lines the President has no intention of calling any new conference. The maximum of his hope, I believe, is that the new idea will supply a basis for activity both within and between the experts of Great Britain and the United States, which may presently result in agreement upon a new and complete system of measurement, accepted by both and thus applicable to ships built and building. A later conference, conceivably before that fixed for 1931, might solve the riddle of cruiser parity.

In my judgment, the most that can be said accurately at the moment is that a way has been opened to break the deadlock, if the two countries



AND NOW TO UNLOAD HIM!

By Clive Weed, in the *Evening World* © (New York).

are primarily concerned with reaching an agreement. But, since a vast number of new complexities and technicalities have been added, the chances for new

disagreements between experts—perfectly honest disagreements—have been multiplied; in fact, if expert opinion dominates, agreement remains as far off as ever.

### III. The Military Detail

TURNING NOW to the military detail, the effect of what has been done at Geneva is to disclose the present unwillingness of Europe to take any real step in the direction of practical limitation of armies. The principle that it belongs to nations to decide their own needs for military establishment, in conformity with their conceptions of the needs of national security, means in plain English that each nation may have the soldiers it wants.

A good deal of criticism, mainly unfair, has been directed at Mr. Gibson for acquiescing in the European thesis, championed by the conscript nations of the Continent, that trained reserves are not to be reckoned with standing armies in the estimate of military strength. That amounts to a recognition of the conscript system, which provides for the training of all able-bodied males by service in the army for a period of time. This, of course, is the opposite of the so-called mercenary system of Britain and the United States, which rests national defense on a small, professional army raised by voluntary enlistment.

But the actual fact is that France, Italy, Poland, Jugoslavia, Rumania, Czechoslovakia, Spain, Belgium, and other smaller states, do actually employ the conscript system and have not the smallest intention of giving it up. Opposition comes primarily from Germany, not because she opposes conscription, but because by treaty she is denied the right to train her manhood. It comes also from Russia, which is making its own obvious play, and from a few of the smaller states like Holland, Denmark, and the other Scandinavian countries, which must naturally desire to see all armies of great powers reduced.

Mr. Gibson, in this situation, merely "bowed us out" of a discussion in which we had no real place. We could, to be sure, support Germany and Russia against France and Italy; but we could not thereby do more than accentuate bitterness and promote paralysis. What Mr. Gibson did was simply to follow Mr.

Hoover's own instructions and indicate that the United States had no business trying to tell Europe how to conduct its own affairs. Our army is below the level any European country is likely to accept. We have accomplished limitation in our own fashion and we cannot prescribe to Europe. We stepped aside, expressing a pious hope and repeating our adherence to the principle of the small professional army. Nothing else was possible. And the British followed us because they, too, perceived further insistence upon the volunteer system would only prolong a deadlock.

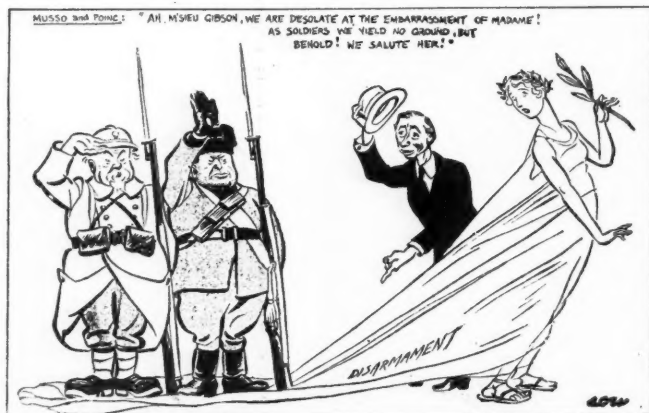
Nevertheless, it must be clear that while European powers may now arrive at useful agreements about such questions as length of service and use of poison gas, the all-important fact is that Europe is going to remain armed for an indefinite period. A continent in arms is to persist on about the same terms as it existed before 1914. The manhood of Europe is to be trained to bear arms, save in the case of Germany, Austria, Hungary, and Bulgaria, limited by the terms of peace treaties.

Thus, after five years, the League of Nations faces substantial failure in one of its major undertakings. But the failure rests not with the League, primarily, but with the constituent members, which do not yet feel secure, and despite all the conventions, pacts, and regional agreements, including the Kellogg Treaty itself, place their reliance upon guns and soldiers. The League has served no other purpose than to provide an accurate barometer of the existing state of mind in Europe.

The real danger in all this lies in the fact that Germany, the largest single power, potentially the greatest military state of Europe, is condemned to rest its own defense upon an army limited to 100,000 while it is surrounded by states more or less bound together by treaties of alliance and maintaining on a war footing far more than a million soldiers. Behind this first-line possession they have at least 5,000,000 trained troops, whereas Germany has none and is forbidden to train any.

It is idle to believe that any such condition will be endured permanently by the Germans. Today the Polish army, unaided, could go to Berlin; and the fear of such an invasion—which, to be sure, lies outside of any Polish purpose—is a dominating circumstance in the German mind. Basing her claim upon the language of the Treaty of Versailles, the Germans have maintained that their enforced disarmament must be a prelude to a *pari passu* disarmament of her neighbors.

For the moment the question, as far as Germany is concerned, is in abeyance. While Allied troops are on German soil and reparations are still to be adjusted, the Germans are unlikely to undertake to break the contract which binds



THE CHIVALRY OF FRANCE AND ITALY  
By Low, in the Evening Standard (London).

them to helplessness in the face of armed neighbors. But no one can believe that in the future Germany will stay disarmed. Thus the failure of today at Geneva, if it stands, must foreshadow the return of Germany to the number of conscript nations and the restoration of an armed continent.

Obviously it is to be noted that this European decision does not flow from the deliberate purpose of any country to start a new war. It is not a confirmation

of any American suspicion that Europe really is not pacific. Rather it is a final revelation of the fact that Europe, after as before the World War, remains European, sees its problems in the light of its history old and recent, rejects the underlying conception of the Kellogg Pact that war can be eliminated by renunciation on the part of separate states, and believes only in that form of peace which is enforced by the collective force of the satisfied and armed states.

#### IV. Reparations

IT REMAINS TO DISCUSS the progress of reparations negotiations in Paris during recent weeks. In April, after long and perplexing debates, two definite offers were made: one on the part of the Allies, the other on that of Germany. Reduced to the simplest terms the Allied demand amounted to asking of Germany payment upon a principal of \$10,000,000,000 over a period of fifty-eight years, the payments beginning low, rising to the maximum in thirty-seven years, and then falling sharply. The average payment over the period was fixed at some \$537,000,000 annually, as contrasting with the \$600,000,000 now collected under the normal annuity of the Dawes Plan.

Germany, through Dr. Schacht, replied by offering to pay on a principal of slightly more than \$6,000,000,000 over a period of thirty-seven years, the annual contribution to be around \$400,000,000. Apart from the disparity in actual money values, the two offers differed in many technical details. Thus the Germans insisted upon the power to stop payment and an immunity from coercion, when payment patently threatened to dislocate German exchange. They thus insisted upon the preservation of the famous transfer clause of the Dawes Plan.

Unhappily for the German case, Dr. Schacht interjected political details into the purely financial discussion. Thus he made a direct reference to the restoration to Germany of the Polish Corridor, Upper Silesia, and the lost colonies. He did not, apparently, make such restoration a condition of German agreement to pay according to her own terms; but he might just as well have done this, for it served to give all the Allied critics an admirable basis for attack.

Aside from this manifest blunder, the weakness of the Schacht proposal lay in the fact that it actually undertook to assume for Germany the responsibility for an amount equal to what the Allied nations owed to the United States on account of war debts, but provided not a penny for their own costs of reconstructing devastated areas. Moreover, by invoking the transfer clause, which would operate to suspend payments in given emergencies, he precluded the commercialization of any part of the debt. Investors would not buy German bonds if Germany were able to pass her payments on any condition.

A final deadlock seemed thus to have arrived and Schacht went back to Berlin. A sudden flow of gold from Germany and something remotely suggesting a crisis was seized upon by the French to show that Germany was already seeking to prove the Dawes Plan unworkable, while the Germans as violently ac-

cused their conquerors or denounced the Dawes Plan itself as the cause.

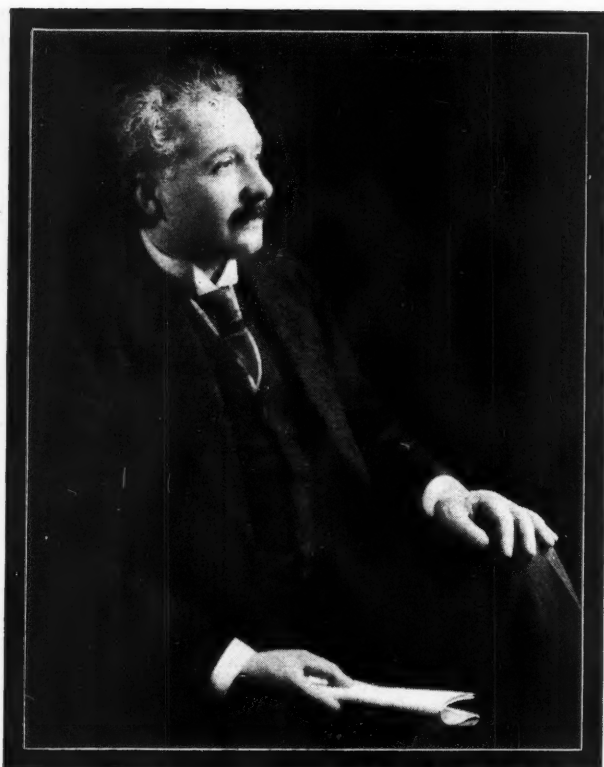
Meantime, in Paris, Owen D. Young worked patiently at a plan to provide a compromise between the Allied and German proposals. Roughly speaking, it proposed that the annuity should amount to an average of \$500,000,000 to be paid for thirty-seven years. This would represent a capital sum of about \$8,000,000,000, fairly well between the Allied and German offers. In addition he has proposed that about a third of these payments should be unconditional—that is, outside the protection of the transfer clause. This would allow for the commercialization of about \$2,500,000,000 of the capital sum.

There remains the question of the difference between the period of payments fixed under our debt settlements, which have fifty-eight years to run, and the Young compromise term of thirty-seven. But it is proposed that these later payments should be covered by profits arising from the operation of the great central international bank, which is the cornerstone of the whole conception. I shall not attempt to go further into this plan, which is at once too involved and too much a question of controversy at the moment. What is important to note is that Germany has now proposed to pay \$8,000,000,000, which would cover war debts and a substantial measure of reconstruction costs, although hardly half the French and Belgian figures alone.

In considering the part Mr. Young has played in this critical negotiation, I am reminded of the comment of the former Vice-President, Mr. Dawes. Speaking of the Dawes Plan negotiations, he said to me:

"As to the Dawes Plan itself, neither Owen Young nor I was responsible for it. That had to be, in the main, the work of a man like Sir Josiah Stamp, with his vast experience in government finance. But Owen was the man who always turned up the saving compromise in the hour of crisis, when some one was walking out and already had his hand on the doorknob. That was what Owen Young did for the Dawes Plan." It would seem that he has not lost his gift of discovering the "doorknob" compromise.

But it is more than a coincidence that for weeks after Mr. Young presented his compromise it was Sir Josiah Stamp who worked from day to day with Dr. Schacht over the details. As these pages went to press, on May 15, their report to the full conference was ready. It was expected, however, that Germany's conditions—and, in fact, Mr. Young's own figures—would not be acceptable to the Allies.



*A. Einstein  
peccavit 14 III 29.*

EINSTEIN IS ONE of those fortunate mortals who are witnesses of their own immortality. The recent extraordinary popular demonstrations on the occasion of his fiftieth birthday attested the powerful hold his genius has laid upon the imagination of the world. Einstein himself celebrated his own birthday by giving to the world a far ranging extension and application of his own theories, offering a means of combining the conceptions of electromagnetism and universal gravitation in a logical and inherent unity. This union, if experiment shall demonstrate its essential accuracy, promises, as has been aptly said, to produce "the greatest merger ever effected in human thought."

Einstein fulfils one's expectation of a genius, in appearance and in personal intercourse. Before me comes vividly a picture of the man as I first saw him at his home in Berlin. A noble head, of black hair heavily sprinkled with gray standing up and away from the scalp in all directions; alert, gleaming eyes, alternation between a merry twinkle and detached, absorbed contemplation; full, sensuous, and singularly red lips; a beautiful, high, marble-white forehead seamed with a perpetual wrinkle which imparted to the face a strange expression of mingled wonderment and naïvete.

In street dress Einstein's appearance is artistic and almost jaunty. This impression is accentuated by an overcoat which somehow reminds one of a Parisian habitué of the Latin Quarter. Upon his head rests a black, peaked, felt sombrero, pressed in on four sides,

# Einstein

## A Picture of the Man

By ARCHIBALD HENDERSON

*Head of Mathematics Department,  
University of North Carolina*

not unlike that worn by the American doughboy in the World War. In his study, simplicity and informality marked his manner on receiving me. He wore a blue sweater, but no coat—which at once put me at my ease, as perhaps nothing else could have done. He laughed when I delivered to him the following message from Bernard Shaw: "Tell Einstein that, if appearances go for anything, he is really a musician masquerading as a scientist." He reminded me instantly and forcibly of Beethoven, remembered from the classic portraits.

Indeed, Einstein is a genuine lover of music. He habitually finds relaxation from the inner conflicts and dissonances of scientific research in improvisation on the pianoforte. Einstein's favorite instrument is the violin, upon which he plays classical music with finish, sympathy, and fine expression. In musical taste he is a classicist, finding the deepest emotional response in the masterworks of Bach, Haydn, and Mozart. Joachim and Brahms have exercised a traceable impression upon his life and feeling. Art and science alike minister to his emotional needs. Music and mathematics have always had a close and subtle alliance, since their scientific origin together in the discovery of Pythagoras. It was Leibniz, the co-inventor with Newton of the differential calculus, who once observed: "Music is the pleasure the human soul experiences from counting without being aware that it is counting."

I WAS DEEPLY IMPRESSED by the clear and impersonal objectivity of the great scientist in Einstein. When I congratulated him upon the verification of the third crucial test for general relativity, Einstein expressed his gratification over the results of Dr. Charles St. John's researches on cyanogen; but protested that much study yet remained to be done on many substances before verification of the test could be regarded as final and complete. This was all the more impressive, since the test was extraordinarily difficult and depended upon accurate measurement of extremely minute differences.

So convinced was Einstein of the validity of his theory that he repeatedly declared his entire theory must stand or fall upon the verification or non-verification of this one test. Einstein boldly staked his entire theory upon the turn of this single card. A great gamble, you may say. No! Einstein was betting on a certainty; for in every other particular his theory had been confirmed with spectacular exactitude. It could be right in everything else, and wrong in this. And yet!—only the boldest genius would put his supreme scientific contribution to such a delicate test of almost infinitesimal magnitude—to win or lose it all.

I am reminded of the words of the great mathematician, the late Henri Poincaré, who thus spoke of Einstein long before he had won world renown: "What we marvel at in him, above all, is the ease with which he adjusts himself to new conceptions and draws all possible deductions from them. He does not cling tightly to classical principles, but sees all conceivable possibilities when he is confronted with a physical problem. In his mind this becomes transformed into an anticipation of the new phenomena that may some day be verified in actual experience."

It was my good fortune to attend many meetings of the graduate seminar held under the direction of Einstein at the Kaiser Wilhelm Institute for Physical Research. One could not fail to be impressed with the deep interest and even keen delight with which Einstein followed these proceedings. I came to the conclusion that Einstein was a triple-trait genius. He is a genius of discovery, of invention, and of intuition.

Einstein displayed the genius of the discoverer in finding, first of all, that there is no way to distinguish a state of rest from a state of motion, and in consequence that rest and motion are essentially relative conceptions. Einstein displayed the genius of intuition in divining that the key to the mystery of universal gravitation is found in the fecund truth, hitherto regarded as casual and adventitious, of the equality of gravitational mass and inertial mass. Finally, he displayed the genius of the inventor in employing the conceptions of Gauss and Riemann, the machinery of Christoffel, Ricci and Levi-Civita, in a reinterpretation of the cosmos through the medium of the new relativist mechanics.

**D**URING THE PAST DECADE various scientists, notably Eddington and Weyl, have attempted to establish a direct connection and relationship between electro-magnetism and gravitation. This discovery has recently been made by Einstein and announced to the world in a brief monograph entitled "On a Unitary Field Theory." This new theory shows

gravitational and electro-magnetic fields as both arising from a more comprehensive and generalized structure in the space-time continuum. Einstein has discovered a new kind of metric intermediate between Euclidean and Riemannian. Correlative consequences of the new theory are both the field equations of gravitation of the general relativity theory and the field equations of electro-magnetism of Clerk-Maxwell. Under this grandiose conception, Nature appears as a comprehensive, organic unity. Perhaps we have passed one of the great milestones in the onward march of human progress.

At first sight, relativity appears as a great scientific structure, massive, complex, Gothic. And yet it is characterized by a statuesque, plastic beauty; and by a cryptic, inner simplicity which we are accustomed to associate with classic art works. Viewed in grand perspective, relativity is as great an esthetic creation as Shakespeare's "Hamlet," Goethe's "Faust," or Dante's "Inferno."

**T**HE RESEARCHES of modern philosophy indicate that the loftiest geniuses often unite in themselves the qualities of both the artist and the scientist. "It is no longer possible," says Havelock Ellis, "to deny that science is of the nature of art." One cannot deny that Einstein is both artist and scientist after reading his own confession, which affords a deep insight into the soul of the creator of the theory of relativity:

"First of all I believe with Schopenhauer that one of the most powerful motives leading toward art and science appears in the form of a desire to fly from the workaday life with its painful roughness and dreary wilderness, from the chains of the ever-changing desires. It drives the more sensitive mind away from personal existence in a world of objective seeing and understanding. It might be compared with the longing that draws the citizen from his noisy, entangled surroundings toward the quiet mountains where his far-reaching gaze penetrates the clear air and follows restful forms which seem to be created for eternity." And Mr. Einstein continues further:

"But to this negative notion is added a positive one. Man tries to form a simplified and clear conception of the world in a manner somehow adequate to himself, and to conquer the world of reality by replacing it to a certain extent by this picture. The painter, the poet, the speculative philosopher, and the naturalist do it, each of them in his own way. He places in this picture the center of gravity of his emotional life in order to find the tranquillity and constancy which he cannot find within the narrow circle of turbulent personal experience."



**HIS VIOLIN FURNISHES RELAXATION**  
In musical taste, Einstein is a classicist.

# Canada and the United States

By Rt. Hon. W. L. MACKENZIE KING

SIDE BY SIDE on this continent, the peoples of the United States and of the Dominion of Canada are working out problems of modern democracy within national and political frameworks different in origin, and to some extent different in ideals. The United States originated in separation on the part of its founders from British political and social traditions, in separation, for that matter, from the political and social traditions of the whole of Europe. A republican form of government was substituted for a monarchy, and a written constitution and declaration of rights for the political institutions which had come into being through centuries of custom and successive enactments.

The origin of Canada as a nation is quite different. There are no marks of separation. We have chosen to seek the realization of the same dreams of happiness and progress, not without, but within British political and social conditions. It is the unbroken connection with Britain, the maintenance on this continent of British institutions, traditions, and ideals, that gives to Canada her distinctive character, and to her relations with the United States a special significance. . . .

Our laws are different, and many of our institutions also differ. Yet back of our separate nationalities and separate histories, lies the race, and a thousand years of common tradition. The one great continent of America sustains us both. While the separation which marks the beginning of American history is likely to be enduring, in historical record it is marked by a moment of time. While the boundary which assigns us the respective portions of the continent we share is apparent to all the world, the line which designates it is so fine as to be invisible.

*From an Address Before the Canadian Society of New York.*

WE HAVE ON THIS CONTINENT, between our two countries, an unprotected frontier of some four thousand miles. For more than a century the absence of armaments has occasioned us no concern, but rather has served to remove concern. We have substituted for competitive arming a system of international conciliation and arbitration, as a means of settling international differences as they arise. In this way we have given, and we are giving to the world today, the finest object lesson it has had of the wisdom of the

NO ONE could speak more appropriately for both Canada and the United States than the present Prime Minister. Though born in the Dominion, and a graduate of the University of Toronto, he pursued special studies at the University of Chicago and at Harvard; and he later conducted, under the auspices of the Rockefeller Foundation, a notable investigation in the field of industrial relations. He succeeded Sir Wilfrid Laurier as leader of the Liberal party in Canada in 1919 and became Prime Minister two years later. The accompanying statements are reprinted with the author's permission from his book "The Message of the Carillon."

THE EDITOR.

appeal to reason as contrasted with the appeal to force in the settlement of world problems.

We of Canada are in the position of interpreter between the two most formidable bodies of opinion in the world, the American and the British; interpreter between the two greatest world pow-

ers. Our geographical position on the North American continent gives us an understanding of the one; our political affiliations and associations within the British Empire give us an understanding of the other.

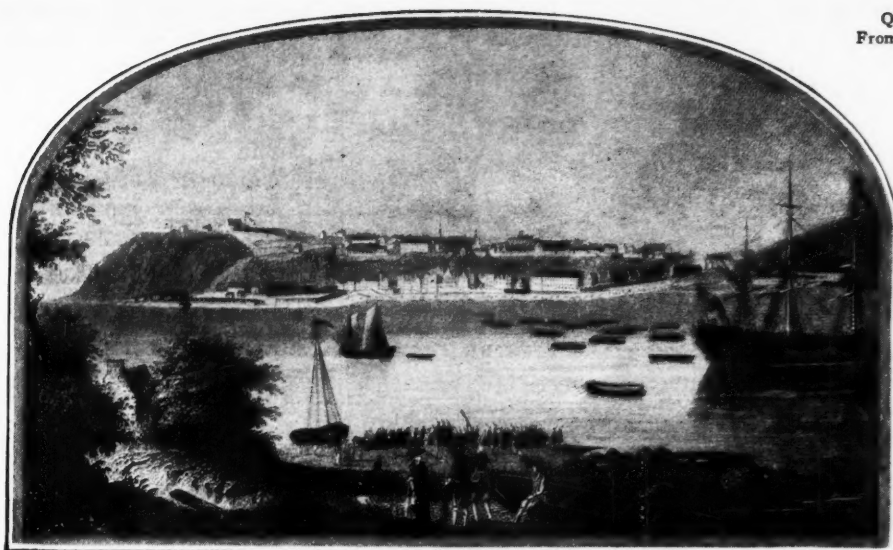
*From an Address at Kitchener, Ontario, where the Prime Minister was born.*

WE HAVE SEEN the country grow within three centuries from a group of huts to a group of colonies, and, in sixty years from a group of colonies to a nation in a galaxy of sister nations, and a nation among the nations of the world. In constitutional development we have witnessed a steady growth of freedom in the transition from non-representative to representative government; and from representative government, much restricted and curtailed at the outset, to responsible self-government as full and complete as that enjoyed by the parent state. From scattered communities, comprised of men of diverse racial origins and religious creeds, we have witnessed the gradual blending of all classes into a single people, preserving the richness of individual traits and characteristics, but united by a common aim and purpose.

*From an Address at Toronto on the Occasion of Canada's Diamond Jubilee.*

THE APPOINTMENT by the United States of a Minister to Canada, and the appointment by Canada of a Minister to the United States, had the full approval and concurrence of the British Government, and of His Majesty the King. The appointment of our Minister means a more direct representation of Canada at Washington. It will mean, as well, a closer coöperation on the part of Canada with the British Embassy at Washington in questions affecting the relations between the United States and the whole British Empire. We believe that this further exchange of personal relationships in international affairs will help to perpetuate the peace which the English-speaking peoples have enjoyed for more than a century.

*From an Address at Buffalo, at the Opening of the International Bridge.*



# The Evolution of a Nation

By DUNCAN McARTHUR

Professor of History, *Queen's University*; Editor, "*Queen's Quarterly*"

S LIGHTLY MORE THAN a century ago a distinguished British statesman boasted of having called in the New World to redress the balance of the Old. Not until the present century, however, has the influence of the New World made itself felt effectively in world affairs. The twentieth century, claimed by Sir Wilfrid Laurier as belonging in a peculiar manner to Canada, has witnessed the attainment of Canada's national majority and its admission to the family of nations. To understand the character of this new national personality it is necessary to trace its growth from infancy to the vigor and confidence of young manhood.

The history of Canada is the record of an unique development; it represents the happy solution of two substantial international problems. Two peoples, differing in race, in language, in cultural background, whose European ancestors were deemed traditional enemies, have been welded into a political association conscious of national unity. These peoples have lived next door to a wealthy and powerful state and for more than a century have not known resort to force in the settlement of disputes with their neighbor.

More than four hundred years ago the existence of land now forming part of Canada was known in England and in Europe. Fishermen plied their trade off the coasts of Nova Scotia and of Newfoundland, and went ashore to prepare their fish for shipment to European markets. Here they met the natives, the North American Indians, hunters who had furs which they were willing to sell for knives and trinkets. The fur trade, which began as a by-product of the fisheries, presented opportunities of substantial profit and soon attracted Frenchmen to various places along the coast

where they met the Indians and traded with them. But these first traders were summer visitors and had no intention of remaining in the country.

In the early years of the seventeenth century, before the arrival of the *Mayflower*, a young French officer, Samuel Champlain, became associated with one of these trading syndicates and brought to the trade a totally new set of ideas. He was a man of great devotion to his king and to his church, a daring explorer whose imagination drew vivid pictures. He envisioned a populous Canadian colony of France built on the banks of the St. Lawrence, the Ottawa, and that stream he hoped to find which would complete the Northwest Passage to the Southern Sea and would open a direct trade between the mother country and the Orient then famed for its fabulous wealth. Champlain employed the fur trade as a means for obtaining settlers who should build a new France in the valley of the St. Lawrence.

The first Canadians found the country occupied by a relatively small number of Indians belonging to several tribes. Most of the natives were nomadic; the quest for food constituted their chief interest and frequently brought them into conflict with their neighbors. Their ancestors had lived in northern North America for many centuries and they themselves had become harmoniously adjusted to the natural environment. The habits of their mind and the manner of their living were the products of this environment, differing fundamentally from those of the French traders and settlers who carried with them the civilization of Western Europe. But they were not necessarily inferior, because the native was the equal of the European in vigor of body and mind. The native had

acquired a technique of living in the midst of the northern American scene which became invaluable to the European, and which he set about to learn.

This fund of knowledge related not only to the natural products of the country suitable for maintaining human life, but to its geographic features. In a peculiar manner the course of Canadian development has been moulded by geography. The great St. Lawrence River with its tributary, the Ottawa, and the associated system of the Great Lakes, provided a highway to the interior. Champlain's project of empire involved extensive permanent settlement; agriculture rather than the fur trade was necessary as a foundation.

Geography favored the fur trade because it continually beckoned daring and adventurous spirits westward to the sources of new supplies of furs. In this expansive movement the French ran counter to the projects of a powerful group of Indians, the Iroquois, associated commercially with the Dutch and later with the English. From an early date the Hudson and the St. Lawrence rivers became integral parts of two rival and keenly competitive systems.

**D**ESPITE THE ALLUREMENTS of the fur trade and the antagonism of the Iroquois, a French agricultural community developed in the valley of the St. Lawrence. Most of the settlers came from the rural districts of central France. They carried with them the customs and mental outlook of the French countryside of the mid-seventeenth century. The structure of the local community imported by the first French settlers was of feudal origin and created class distinctions based on relationships to land. The seigneurs, or land-owning class, constituted a superior group, but were subject to obligations which made them the leaders of the local community. The *habitants* or farmers, to whom the seigneurs sub-granted their land, constituted the vast majority of the settlers, accepting a position of relative inferiority as a thoroughly normal relationship. They were not accustomed to participation in the direction of the affairs of the local community or of the colony, and did not wish to assume such a responsibility. Their political



THE EARL OF DURHAM

Whose notable "Report on the Affairs of British North America," laid before the British Parliament in 1839, led to the Confederation of 1867—the creation of modern Canada.

instincts, therefore, remained relatively undeveloped in the new environment.

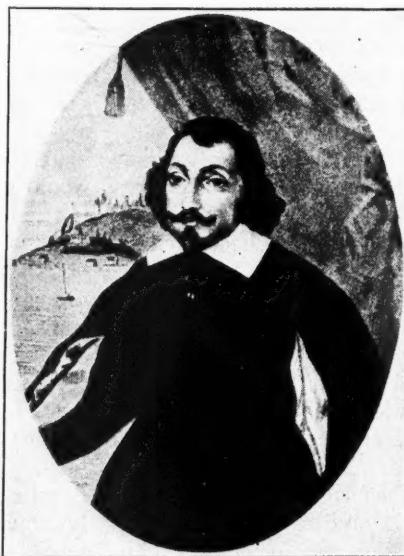
The French Canadian carried with him, likewise, intense loyalty to the Roman Catholic Church. Religion played a large part in his life. The Church not only took care of matters of faith and morals but surrounded its people with an artistic atmosphere. Church edifices usually were harmonious and pleasing in form; their decorations were designed to reinforce the religious ideal by an appeal to the esthetic instincts. The French Canadian thus inherited a capacity for enjoying the beautiful, which found expression in the construction of his home, in his amusements, in folk-songs, and dances. In comparison with the Englishman, and in particular with the English Puritan, the French Canadian may have been less competent politically; but he had acquired a greater capacity for artistic self-enjoyment.

After the beginning of the eighteenth century there was relatively little immigration to Canada. The people were healthy; they lived much in the open. The growth of the French-Canadians during the seventy-five years preceding the conquest in 1759 is a most interesting instance of normal population increase with a minimum of disturbance by immigration or emigration. The population was doubled in each period of twenty-five years.

The French in Canada were rapidly becoming Canadian. They were cut off from contact with the old land for six months in the year; they had no printing press or newspapers to inform them of occurrences in the world outside; their local clergy was largely of Canadian origin and training. Their culture, therefore, developed with singular freedom from external influences and remained substantially the product of tendencies and instincts originally imported from France and the modifying influences of the Canadian environment. The French Canadians are the oldest Canadians, and, in a peculiar manner, they are the creation of the Canadian scene.

Canadian development from the beginning has formed an integral part of a continental expansive movement. Only in relation to these wider influences can the significance of the Canadian

situation at any particular time be appreciated. Englishmen had planted settlements along the Atlan-



SAMUEL DE CHAMPLAIN

A daring explorer who saw in the fur trade the means for building a new France in the valley of the great St. Lawrence River.

tic coast and had commenced a westward movement which proceeded more rapidly in Virginia than elsewhere. By the middle of the eighteenth century it had crossed the mountain barrier of the Alleghanies and was being directed to the valley of the Ohio. French fur traders had brought the Ohio within the range of their activities, using it and the Mississippi as an alternative outlet for their furs.

French fur trader and English land agent came into conflict in the interior of the continent. English fur traders had become established along the western shores of Hudson Bay. In their movement westward and southward they had encountered the traders of New France. Granted settlement of the Atlantic seaboard, the St. Lawrence, or Hudson Bay, and expansion toward the interior of the continent became inevitable. France by reason of her unequalled transportation system had penetrated more deeply than her rival.

But by middle of the eighteenth century the blades of the English scissors were beginning to close on French interests. It was being made apparent that the North American continent did not provide a sufficiently ample theater for realization of the dreams of empire of Britain and of France. India, likewise, provided insufficient elbow room. The elder Pitt, with true discernment of the dependence of Britain on the overseas possessions, decided to challenge the threatened supremacy of France. Not the least significant part of this great world drama was enacted in the valley of the St. Lawrence. When the curtain fell, France had ceased to be an actor on the Canadian stage.

**B**UT THE FRENCH CANADIANS still remained, less French than Canadian. British statesmanship recognized the fact that they could not be anglicized; and it became necessary to reach a satisfactory basis of accommodation between the old Canadians and the newer English Canadians who began to pour into the colony in search of gain from the exploitation of its resources. The French were rooted in the soil; the things which bulked greatest in their thoughts involved their association with their land and with their church. By protecting these relationships through an Act of the Parliament of Britain a sure foundation was laid for the confidence and attachment of the French Canadian.

A new situation was created by the revolt of the American colonies. A large number of the English colonists did not accept the sovereignty of the new Re-

public, preferring to migrate to Canada or Nova Scotia where they might retain their British citizenship. Within a few years between twenty and thirty thousand of these Loyalist refugees flocked into Canada. With the English already settled there, they threatened to swamp the French Canadians. There was a difference between the French Canadian and the Englishman, whether of old-world or of new-world origin. They were products of entirely different intellectual and material environments; they represented distinct traditions.

The Englishman was more aggressive; his acquisitive capacities were more highly developed; he was more self-reliant and displayed a greater degree of initiative; his political instincts had been matured through long practice in the management of his own public affairs. To the Englishman the French Canadian seemed backward and unprogressive; his methods of agriculture were antiquated; the frequent holidays decreed by the church involved a great waste of time, although they contributed to his enjoyment of life.

The French Canadian realized the difference and, naturally, preferred his own way of living, not

because it was superior to that of the English but because it was his own. He claimed the right to be unprogressive, to set his own pace and to enjoy himself when he wished, even if the farm chores were not done and the hay remained out in the rain.

These new ideas of speeding up the processes of creating wealth alarmed him. He had hoped to keep his country and its resources as a heritage for his children and his children's children, by which they could preserve their own peculiar mode of life. But this program of conservation was challenged by the English. Realization of difference between them, and his determination to protect his own standards, placed the French Canadian on the defensive; it made him nationally self-conscious and gave his nationalism a positive program—the preservation of his language and, to that end, the protection of his church. The political instincts of the French Canadians have been drawn out in the effort to promote these ideals.

**T**HE REVOLT of the American colonies started another and even more significant movement in Canada. The American Tories no less than the Whigs were American, and had participated in the government of the old colonies. Many of them were quite as anxious as the Whigs to extend the scope of colonial self-government, but differed from the Whigs



Photograph by De Cou

**ON THE EMPIRE'S WESTERN FRINGE**  
The statue of Queen Victoria before the Parliament Building at Victoria, the capital of British Columbia.

regarding the method to be adopted. They carried northward with them to the British provinces in Canada, therefore, not only a tradition of self-government but a substantial fund of actual experience in the operation of institutions of government.

Representative government was in its infancy in Nova Scotia, but had not yet been introduced in Canada. It was practically impossible to deny to the British in Canada the machinery of government which had already been established in Nova Scotia. As the result of the Loyalist migrations the French and British settled along the St. Lawrence and on the north shore of Lake Ontario and of Lake Erie were given a structure of government similar to that evolved in the mother country and in most of the old colonies. But new wine was being poured into old bottles. The new form of government was being operated by Americans, reared in the democratic environment of the new world, and trained in the management of their own affairs.

The instinct of self-government is in the blood of the Anglo-Saxon people. Public affairs are merely the obverse side of the ordinary interests of daily life; in demanding control of public affairs the Anglo-Saxon is merely asserting his right to mind his own business. The fathers of the American Revolution asserted this right, but the conditions of thought then prevailing in Britain made it impossible to obtain the right without the disruption of the Empire.

In the first decade and a half of the nineteenth century that region now forming the Province of Ontario filled up rapidly with Anglo-Saxon people from the United States and from Britain. The processes which had been started in New England two centuries earlier were repeated with similar results. The people of Nova Scotia and of Canada demanded control of their government as a condition essential to the management of their own affairs.

This issue, a repetition of the fundamental elements of the American revolutionary movement, involved resort to force in the Canadas; but it was settled in all the provinces by the concession of autonomy on a basis recommended by Lord Durham. The conception of empire had changed since 1775; it now became possible to concede privileges which in the earlier crisis were deemed inconsistent with the integrity of the Empire. Distinction was made between matters of purely domestic concern such as local improvements, education, municipal government, and matters of wider, imperial interest such as trade and external relations. It was deemed safe to grant the

colonists complete control of government when it operated within the field of local concerns, provided that the imperial government could protect itself within the region of its own interests.

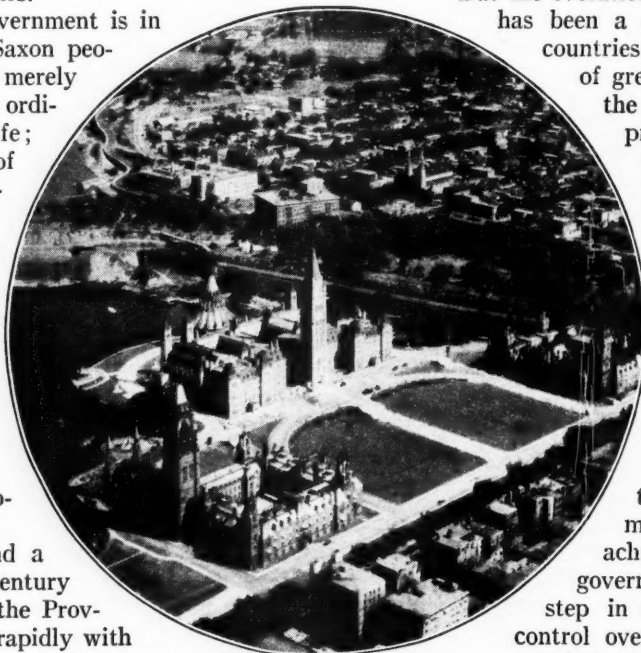
THE STATESMEN of that day did not realize that no permanent boundary could be drawn between these two groups of public affairs. Once the principle of autonomy had been conceded it was inevitable that it should gradually extend to the most remote corner of public interest. On its political side the development of Canada since 1837 has consisted of the gradual extension of the principle of autonomy in government until now it applies to the entire orbit of Canadian interests. This evolution, instead of disrupting the Empire, has in fact consolidated it and reinforced its foundations by placing emphasis on the invisible, spiritual bonds which in reality hold more securely than the links of material advantage.

But the evolution of nationhood in Canada has been a gradual process. In new countries many of the public issues of greatest urgency grow out of the conquest of the resources provided by nature. All the British North American provinces profited by the migrations from Britain following the close of the Napoleonic wars, and arising largely from the dislocation in employment caused by the Industrial Revolution. They were concerned with problems of settlement, conquest of the forest, transportation, marketing, credit; the achievement of responsible government was a necessary step in the extension of human control over their natural resources.

With the continual expansion of settlement by immigration and by the natural increase of the Canadian people new problems emerged

which taxed the capacity of the old political structure. Manufacturing industries gradually developed: milling, weaving, and the foundries which provided tools and implements for the farmer. These soon sought wider markets than the local community provided, and turned naturally to the neighboring British provinces.

Railway transportation constituted a further acute problem, complicated by the fact that the St. Lawrence was frozen in winter and that the only all-year ports under British control were in the Maritime Provinces. An outlet on the Atlantic was necessary to complete the transportation system of the central provinces. These and kindred problems, growing out of the normal development of the Canadian people, transcended the limits of the old colonial organizations and compelled Canadians to think nationally rather than provincially.



THE SEAT OF DOMINION  
GOVERNMENT

The main Parliament Building at Ottawa is situated on high ground overlooking the beautiful river of the same name.

By the middle of the century a national self-consciousness was beginning to emerge and to demand an adequate theater for its expression. The possibilities of the great west country were then being made known. British and Canadian statesmanship agreed that this country must remain British, and that its development must be associated with the British communities in the East. Such an undertaking was too vast for any one of the older provinces. These forces, implemented by a latent fear of aggression from the powerful neighbor to the south, brought the British North American provinces together in a Confederation in 1867, and gave the Canadian people an instrument of government adequate to the requirements of nationality. Canadians of today look back with pride to the vision and wisdom of the statesmanship of Confederation, and recall with gratitude the services of Macdonald, Brown, Cartier, Tupper, and Tilley in submerging personal advantage to the end that the foundations of a structure of national government might be well and truly laid.

Since those days Canadian development has proceeded in an orderly fashion with varying periods of rapid expansion and of relative depression. The essential service of transportation has been provided on a national scale represented by two great transcontinental railway systems adequate to the requirements of a much larger population than the country now possesses. Canadian soldiers brought credit to their country in their participation in the Boer War at the beginning of the new century, and made Canada known throughout the world at a time when Europe was over-peopled.

The western plains were opened for settlement. Fertile lands were made available at a low cost and attracted people from eastern Canada, from the United States, from Britain, and from Europe. These

western settlements were erected into two provinces, and the Pacific province of British Columbia was linked more closely with the central and eastern communities. A great national heritage was being possessed and brought into use for the benefit of the Canadian people and of the world.

Then the Great War intervened; thousands of Canadians responded in the hour of danger, and by the extent of their contribution to the allied cause introduced a new phase in the evolution of Canadian nationhood.

The responsibilities assumed by the Dominions during the War were deemed by British statesmanship to justify consultation with their leaders regarding prosecution of the campaign. They became parties to the treaty of peace and members in their own right of the League of Nations. Canada with the other self-governing Dominions had already acquired complete autonomy in domestic affairs, and admission to the League of Nations involved world recognition of their attainment of national status.

Thus the principles of colonial autonomy, asserted first in the old American colonies and which then disrupted the Empire only

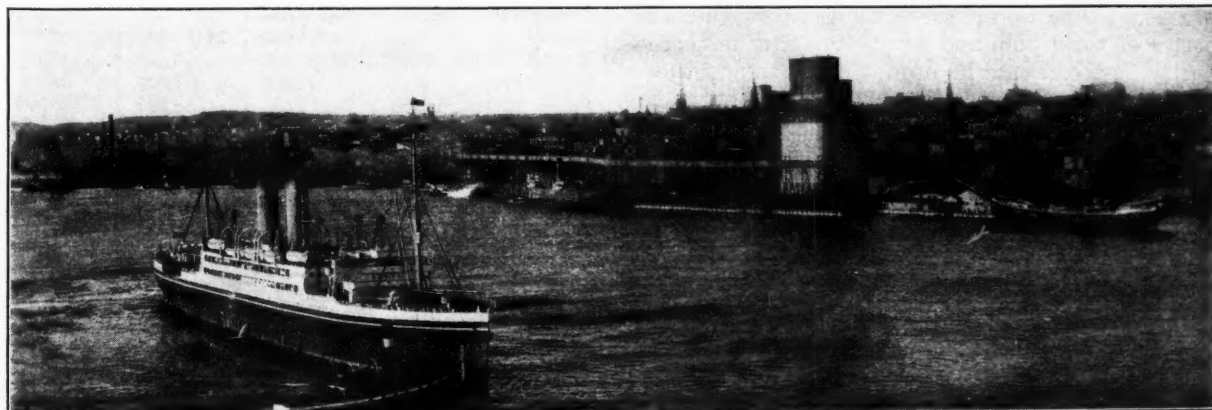
to be reasserted by Americans and Englishmen in Canada, were accepted without limitation. They have become fundamental in the new Commonwealth of British Nations. Canada is therefore represented today by her own Minister in Washington and through her Prime Minister participated in the signing of the Kellogg Peace Treaty.

Canada's immediate task is to consolidate her nationality. National self-consciousness has expressed itself more adequately in political relationships than in other spheres, such as the creative arts. The Canadian people are feeling their way toward a distinctive outlet for the expression of the creative energies of which they are proudly conscious.

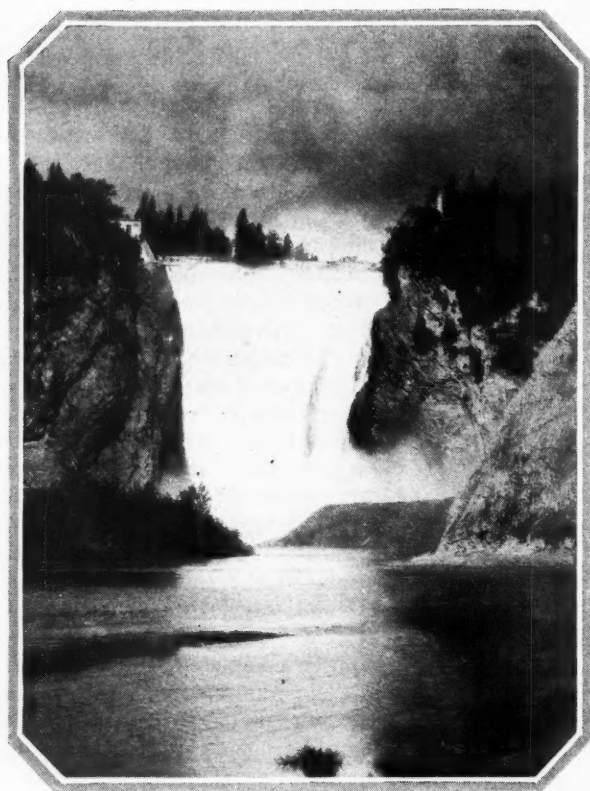


A TOURIST SHRINE IN NOVA SCOTIA

The memory of Evangeline, immortalized by Longfellow, is simply marked at Grand Pré Park.



SAINT JOHN, NEW BRUNSWICK, MIGHT PASS FOR AN OLD WORLD SEAPORT



# Water, Mines, and Mills

By H. E. M. CHISHOLM

the open secret of it lies in her cheap electrical power. In the east and central west the waters of the St. Lawrence, Saguenay, St. Maurice, Ottawa, Winnipeg, and other rivers, flow through rich mineral lands and forests. In the west the torrents of the Pacific slope also possess tremendous potential energy and are just as fortunately situated as regards minerals and woods.

Records that have been published by the Department of the Interior indicate that since the War increasing use has been made of this great natural resource, water power. In 1912, for example, 1,500,000 horsepower was being used. By 1922 the amount had doubled, and during last year it exceeded 5,300,000. Nor has this development been confined to one specific section of the country—construction in power plants extends from coast to coast, and schemes for the future are equally widespread. During 1928 hydraulic turbines aggregating 550,300 h.p. were installed, bringing the total up to 5,349,232 h.p.

The table below reveals in a rough way the approximate amount of water power per province:

*Available and Developed Water Power in Canada*  
January 1st, 1929

	Available 24-Hour Power at 80% Efficiency		Turbine Installation H. P.
	At Ordinary Min. Flow H. P.	At Ordinary Six Months Flow H. P.	
British Columbia.....	1,931,000	5,103,500	554,792
Alberta.....	390,000	1,049,500	34,532
Saskatchewan.....	542,000	1,082,000	35
Manitoba.....	3,309,000	5,344,500	311,925
Ontario.....	5,330,000	6,940,000	1,903,705
Quebec.....	8,459,000	13,064,000	2,387,118
New Brunswick.....	87,000	120,800	67,131
Nova Scotia.....	20,800	128,300	74,356
Prince Edward Island..	3,000	5,300	2,439
Yukon and Northwest Territories.....	125,200	275,300	13,199
Canada... ..	20,197,000	33,113,200	5,349,232

It must not be thought that this increasing rise of hydroelectric power is solely the result of demands on the part of mining and pulp mills. Eighty-three and one hundredth per cent. of the installation has been utilized for public distribution, 10 per cent. is used in the power plants of pulp and paper mills, and 6.2 per cent. has been acquired by industrial and mining concerns. This all-around use of hydroelectric service

FOR YEARS THE CANADIAN PEOPLE have had it dinned into their ears that theirs is a land of opportunity. Visitors from the world over have paid homage to the Queen of the North as the future mother of world industrialism, world trade, and world progress. But the Canadian people themselves were politely skeptical. True, they believed there existed a bright future, but it had to be won with painstaking labor, just as their fathers had won their heritage before them. The shadows of war still lingered, even though their sister to the south had been enjoying the sunshine of prosperity for some time.

Then things began to happen, quietly at first, but gaining steadily in volume till in 1927-28 Canada became jubilantly aware that she had taken on a new lease of life. The war years were behind her and peace-time prosperity was hers. With a population of only 9,658,000, she has become the greatest wheat producer in the world; she is the world's greatest exporter of wood pulp and newsprint. Her mining industry has come into its own. She ranks first with a per capita trade of \$290 in 1928 as compared to \$64 in 1900. Her bank accounts have risen to \$225 a head.

What is the secret of this unprecedented movement? Why was it that in 1928 Canada was able to set new records in wheat production and export, forestry and mining development, growth in manufacture and trade?

It requires little insight to see that in the first place Canada has made marked progress in agriculture during the last few years. But this is only one of the causes of development. If one could take a bird's-eye view of all Canada, it would be apparent that the Dominion is the cradle of future industrial growth, and

## Three Reasons Why Our Lady of the Snows Is Prospering

relieves the companies engaged in this business of dependence on one or two industries for their welfare, and assures them a steady market at all times.

Canada is rapidly leading the way into the age of electricity which has been the dream of modern science. In England the introduction of the steam engine created an industrial development that made England the economic leader of the world for years. In Canada the turbine is yielding like results. The spread of this change may be gathered from the fact that in 1928, 15,700,139,000 kilowatt hours of electric energy were used, two and a third times the amount used in 1922. The Canadian Hydroelectric Corporation alone produced 1,294,961,000 kilowatt hours, which the Corporation announces is more than two and two-thirds the quantity produced in 1927. Thus we see a future that is beyond comprehension, for these figures record only a small fraction of the potential electrical resources of the country.

Canadian water power as a form of investment has attracted a large number of American financiers. A glance at the range of prices of bonds and stocks of leading hydroelectric companies and the dividends paid during the past ten years affords evidence of the stability of capital and the regularity of interest.

The total outstanding capital invested is now about \$1,272,600,000, and of this some \$999,200,000, or 85 per cent., has been expended on lands, buildings, etc. In view of the steady earnings shown by these hydroelectric companies, even in times of industrial difficulties and depression, it would seem that their capitalization is one which the industry is well able to carry.

FROM THIS happy possession of power, the two industries already mentioned, mining and paper manufacturing, have leaped into life. With their growth there has come a steadying influence in Canadian trade which in former years was seasonal even at its best. The trade barometer, rising in the fall with the heavy exports of wheat, became sluggish over the winter months and assumed the upward trend again in the spring when the Great Lakes cleared of ice. But during the winter months of 1928-29 trade continued to show an increase without any indication of slackening—a wholly unprecedented state of affairs.

If one cared to wade through the masses of figures set forth by the government's quarterly report "Trade of Canada," it would be found that metal exports showed the greatest increase, next to agricultural ex-

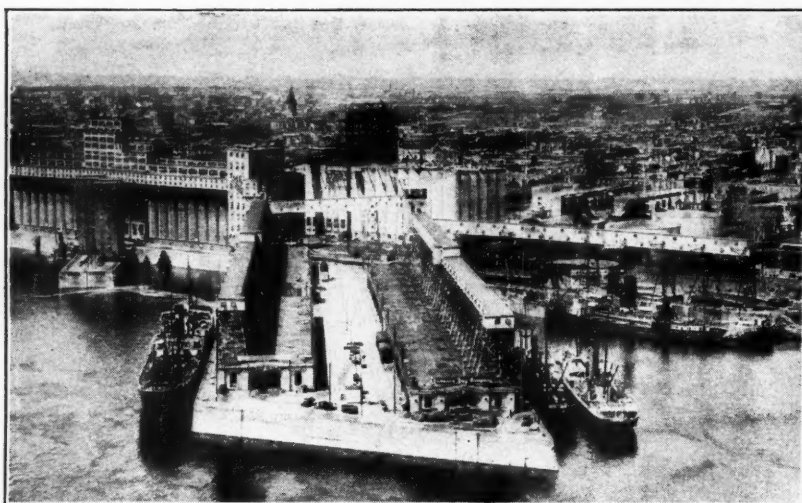


ports, during the month of January. Wood pulp and paper products came a close third. It is evident, then, that the mining and paper industries have much to do with Canadian prosperity, and water power is the genius carrying the load.

Could the ghost that transported Scrooge to the scenes of his childhood once more take a hand in affairs, and carry us to the major mining districts of Canada, two rocky masses would be sure to appear—the Laurentian ranges running through Quebec, northern Ontario, and Manitoba, and the coastal ranges of British Columbia.

The keen interest displayed by the general public in mining stocks, whose movements in the market are watched closely by millions on both sides of the border, is sufficient evidence of the energy with which production is taking place. The discovery of rich copper ore at a depth of 2000 feet in one of the mines of Ontario causes us to realize that mining in that province has developed to a highly organized and well financed business, long past the pioneer prospecting methods. In 1928 the mineral production of northern Ontario mines was valued at \$880,000,000.

The glamour and the adventure of prospecting and mining are by no means dead. The Pas, a fast growing town in northern Manitoba, still affords the curious visitor a glimpse of what has almost become a romantic legend. Dogs and dog sleds are still of use, though the airplane has assumed a position of practical importance in the land that is usually pictured as dotted with igloos or dashed with color in the form of a mounted policeman in a red uniform. The completing of the Hudson Bay Railway has gone far to open what has hitherto been a neglected and



**A PART OF THE WORLD'S LARGEST INLAND PORT**

Montreal, Canada's great distributing center, is 1000 miles from the open sea and has wharfage for 100 vessels. It is the second largest port and seventh largest city of North America.

unknown land. Incidentally a line built to one of the large mining areas has given added impetus to base metal mining operations in northern Manitoba.

It is in British Columbia that we see the best example of the working of hydroelectric power in the interests of mining. The Trail smelter, with its electrolytic process, makes it possible to work a larger number of mines on the coastal ranges. Through its advanced process of refining the metal found in the ore this smelter has made mining profitable. This is true of all mining in Canada. The cheap hydroelectric power situated in all the mining areas makes it possible for the refinement of the metals to be carried out to such a degree that it is profitable to transport the product long distances by rail and water. Although the mining industry is yet in its infancy, it is rapidly expanding. More men were employed in mining in 1928 than in 1927; more mineral wealth was produced and more capital invested.

CANADA HAS LONG been known as a huge timber area. But it was only when hydroelectric power waved its wand that Canadian forests began to yield truly phenomenal results. Trees and waterfalls have

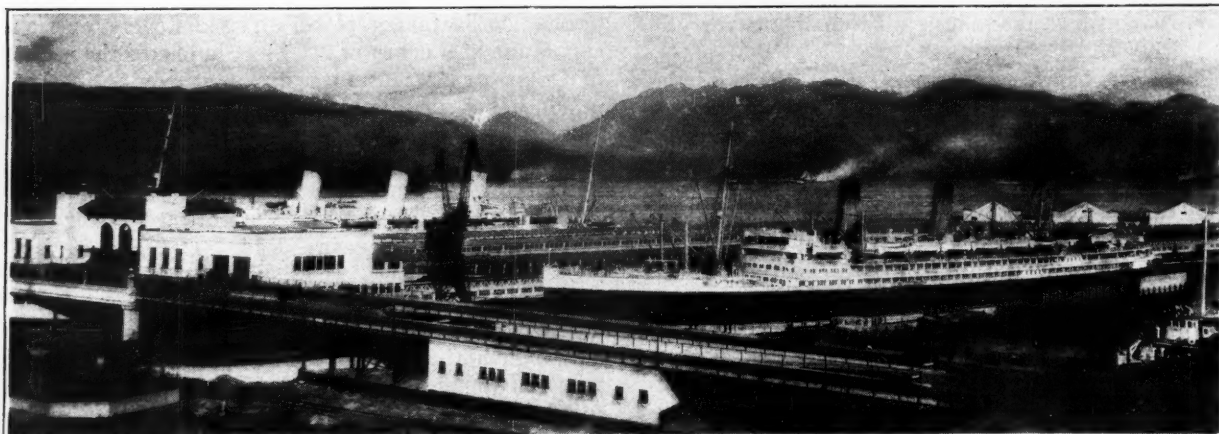
combined to produce the greatest wood pulp and paper industry ever known. It would perhaps come as a shock to know that probably the very paper on which these words are printed had its origin in Canadian woodlands; that there is hardly a newspaper read that has not drawn some of its paper from the northern forests.

In spite of the increasing consumption at home, the exports of wood, wood products, and paper have in the last few years been second only to agricultural and vegetable products. Thus, in the six years between 1922 and 1928, exports in this group have increased from \$179,925,000 to \$284,543,000. For the twelve months ended October, 1928, they have shown a fur-

ther increase to \$285,552,000, this being the highest figure on record. And this result was achieved in spite of the deflation of prices.

Canadians have been said to have two loves; first a love for freedom, and secondly a love for statistics. Yet these figures that seem to creep into every article on Canada have a really great meaning. They mean that the dreams of men who staked their lives and wealth on the Canadian forests have been realized. They mean that there has been an advance from a crudely organized business of exporting square timbers to a keenly organized manufacturing industry.

AGRICULTURE IS the greatest single industry in Canada. Leaving Winnipeg, Manitoba, one can travel westward by train for some three days over broad prairie lands extending from the United States border to the tundra of the Arctic. This tremendous area has been taken over by the farmer. He has claimed it as his own by years of unremitting effort in the face of every discouragement—loneliness, crude homes, and hardship. But he has succeeded in making Canada the undisputed queen of the wheat world. From a few hundred acres in the eighties to 59,410,000



Photograph by Leonard Frank

**CANADA'S ALL-YEAR GATEWAY TO THE PACIFIC AND THE ORIENT**

Fifty steamship lines ply into this world harbor with its fifty berths and ninety-eight miles of water frontage. Greater Vancouver with its population of 344,160 lays claim to the rank of third largest city in the Dominion.



#### STEEL-MAKING IS ONE OF CANADA'S FASTEST GROWING INDUSTRIES

An air view of the Algoma Steel Works at Sault Sainte Marie, Ontario, one of thirty-six plants that are turning the inexhaustible iron ores of the Dominion into finished products.

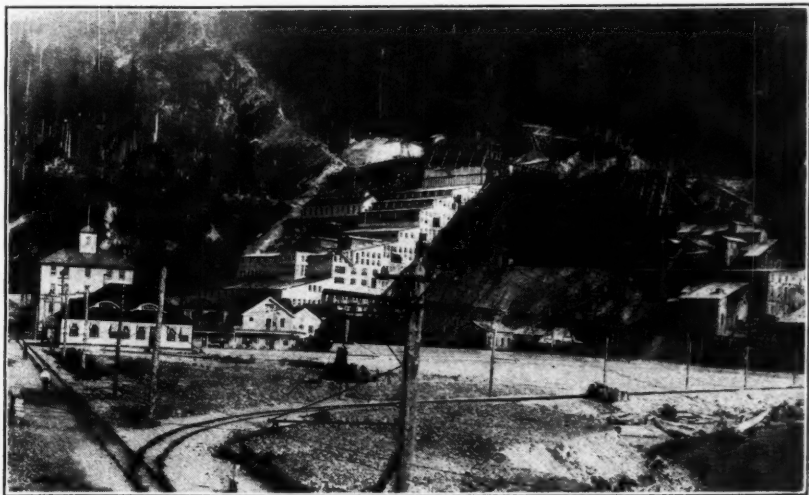
acres in 1928 has been his record for expanding the domain of cultivated lands. Wheat, oats, barley, and flaxseed are the usual crops produced, with wheat as the preponderant product. The Dominion Bureau of Statistics places the yield of wheat for 1928 at 533,571,700 bushels, while the total value of all field crops shows an increase of \$49,000,000.

Nor is this enormous extension of cultivated lands and the increase of yields likely to decline. There still exist vast expanses of arable land as yet untouched by the plough. The growing border line is being pushed farther and farther north. The Peace River district, once considered a howling wilderness, is now producing splendid crops.

By the very size of its production, Canada is forced to think in terms of world markets. By standardization of her products and organized marketing she has endeavored to extend her world trade. Working on the same economic basis of higher quality in production and greater efficiency in organization, she has met successfully the strenuous competition for world markets. Her products are for sale to any country who wishes to buy. Blinded by the wide publicity given to Canadian wheat, the world gives scant attention to other phases of Canadian agriculture. Yet mixed farming is growing in importance all the time, and mixed farming is advocated as the salvation of lands exhausted by wheat growing, or as a means of toning down the dangers of bad crops. This type of farming is in operation in Manitoba and extending throughout the West. Exports in the meat and milk products are showing a steady increase as a result. Poultry raising has also had a remarked impetus. These are good signs.

ONE CANNOT SPEAK of Canadian farming in the West without reflecting on the magnificent service rendered by the two railway systems, the Canadian National Railway and the Canadian Pacific Railway. The former is, as its name suggests, a publicly controlled company, while the latter is a privately owned concern. These two giants of transportation have done more to make Canada what it is today than any other single factor. Both are in a sense national institutions. Wherever destiny beckoned, be it through the rocks of the North land or over the flats of the prairie, they have both extended their branch lines, but without undue duplication or disastrous competition. In a country of such vast resources and possibilities, each railway has found plenty of work to do without infringing on the other's rights, till at present Canada is linked together in the largest system of railway lines that exists anywhere in the world.

The story of the development of the Canadian National Railway reads like a tale from the Arabian



#### TAPPING THE MINERAL WEALTH OF BRITISH COLUMBIA

The Britannia Copper Mine at Howe Sound, B. C., has ore reserves estimated at 8,000,000 tons. The province, rich in metals, also has coal and water-power resources for refining and smelting.

Nights. A few years ago it was taken over by the public as a debt-incumbered white elephant, yearly eating itself deeper into the slough of expenses. Under the management of Sir Henry Thornton this was changed entirely in less than eight years. In 1922 the net earnings were \$3,000,000; in 1928 the net earnings exceeded \$50,000,000. The C. N. R. has developed from a railway showing a yearly deficit to one with a handsome surplus.

It is said that the quickest way to turn a pessimist into an optimist is to send him for a trip across Canada. The railways have been doing that service for the Canadian millions every year. The immensity of their task can be realized if one considers that last year 3,696,000 cars of freight were moved. The greatest strain is put on the service during the autumn months of the year, when the harvest shipments are made. One railway by the end of November had transported 200,000,000 bushels of western grain. This amounted to 138,643 carload lots. Imagine 1460 cars laden with one product moving out of one station every 24 hours. This actually occurred at Winnipeg, Manitoba, during October and November, 1928.

**T**HE LABOR PROBLEM, which is causing considerable worry in most countries, has been little felt in Canada. Each passing year records a higher employment index than the year previous. The January index for labor is generally lower than in any of the other months of the year, and yet the index for this month is annually rising. Starting in January, 1927, the barometer registered 95.9, 100.7 in January, 1928, and 109.1 for January, 1929. This is encouraging when we consider that in the United States, which is popularly regarded as the world's most prosperous country, the index of employment for 1927 stood at 88.5 as compared to 100 in 1923.

Sane labor laws and careful administration, the ready resort to arbitration in the case of disputes have combined to make for harmony among all classes of workers. Perhaps, too, the average worker in Canada is willing to trust his fellow men a little farther than is the case in other countries. Moreover, education has raised the mental standards of the people so high that any mechanical change has been met with quicker adaptation on the part of the workers concerned than is usual. There is less slack to be taken up each time a shift forward is made. And whatever hangover does occur is quickly minimized by absorption into other forms of employment.

In the larger manufacturing industries there was an increase of 10 per cent. in the number of persons employed in 1928 as compared to 1926. This gain is likely to continue, for Canada is fast extending her manufacturing plants. From less than a half a billion in 1900 to three and one-half billion in 1928—a sevenfold increase—is the record of the production of manufactured goods. Today Canada is exporting to foreign countries manufactured goods amounting to the total production of all Canadian factories in 1900. In 1900 exports of fully manufactured goods amounted to 69 million dollars and represented 46.8 per cent. of the total. By 1928 the export of fully manufactured goods had grown to 490 million dollars,

or 59.1 per cent. of the total—a gain of 700 per cent. in volume and of 12.3 per cent. in its relation to its total exports.

**A**TENDENCY WHICH is bound to yield advantages to Canada at large is the decentralization of manufacturing plants. One has only to mention the erection of a plant by a large motor corporation in Regina, Saskatchewan, to illustrate what is taking place in all industries. It is also interesting to notice a movement on foot in England to set up branch manufacturing plants in Canada. What this may lead to cannot even be imagined. But the growth of the Border Cities, an Ontario town, with the introduction of automobile plants from United States, may afford a hint.

As Canada grows in wealth, she becomes more and more conscious of herself as a nation. Geographically she is as divided as mountains and plains can make her. In internal interests she has been well separated into two spheres, with the rocks north of the Great Lakes acting as the boundary line. To the west rose the agricultural section, to the east were factories and mills. But with her growth in production and consequently her trade with the outside world, there has been woven a bond of common interest, for both sections of the country desire increased trade with the world, and thus the two sections have been welded into a closer unity than has ever before been possible.

During the calendar year of 1928 Canada's total trade amounted to \$2,596,448,000, compared with a similar trade of \$2,325,900,000 for the same period of 1927, the increase of 1928 over 1927 amounting to \$270,548,000, or 11.6 per cent. Imports in 1928, amounting to \$1,222,318,000, were greater than any previous year except for the year 1920, while Canada's domestic exports, amounting to \$1,349,751,000 are also greater than any previous calendar year except 1917. These figures in their own concise way draw a picture of remarkable achievement, for it must be remembered that since the record years of 1917 and 1920 a great deflation in prices of some of the leading commodities has taken place. Allowing for price changes, however, the physical volume of Canada's total trade in 1928 for both exports and imports was greater than for any previous year.

Furthermore, this prosperity is being maintained. Perhaps some of the best indications of Canada's continued prosperity lie in the fact that domestic exports continued unusually strong during the first month of 1929, in spite of the deflation of prices.

A close survey of the export situation in January, 1929, reveals that the unprecedented steadiness of trade is the result of the successful reorganization of labor and capital to meet peace-time demands; that the continued extension of foreign markets in manufactured and semi-manufactured goods has exerted a leveling influence on what has been a seasonal fluctuation in trade; that the mining industry which has been increasing by leaps and bounds was the chief cause of the onward movement.

Canada is paying her war indebtedness, meeting her obligations, decreasing the taxation upon her people, and increasing her revenues. The Dominion has every confidence that present prosperity will continue.

# John Bull's Rich Nephew

## *How Canada Reached Financial Maturity*

By FLOYD S. CHALMERS

Managing Editor, "The Financial Post," Toronto

**H**ISTORICALLY, Canada is not a young country; it has had a white civilization for more than 300 years. But economically it is still young, in the sense of being only in the midst of its primary era of development, of the opening-up of its land, mines, timber areas, and other natural resources. Canadian natural assets are far from being intensively exploited. Only 40 per cent. of her good farm lands have been opened up. About one-eighth of her water-power has been harnessed. Coal reserves have been barely touched. Mineral development is in its early stages. Timber cutting has not yet equalled the annual growth. Canada's population is far from being dense in any of her provinces.

Yet Canada is a wealthy country. The aggregate national wealth is more than \$26,000,000,000. The average income per family is about \$2,600, a rather high figure. With less than 10,000,000 people, the Dominion is one of the world's storehouses of wealth.

Imaginative and practical persons alike can give free play to their fancy when attempting to analyze the reasons for this achievement. Probably one of the most important factors has not been sufficiently stressed. This is the fact that Canada is a part of the economically and politically ascendant British Empire—now the British Commonwealth of Nations—and is at the same time a neighbor of the wealthiest, most progressive, most rapidly advancing industrial nation in the world. Canada is the largest and the wealthiest of the British Dominions; she has drunk richly from the cup of British tradition; she has recruited her population largely from the British Isles; she has adapted British law, British judicial methods, British parliamentary procedure. Yet she has grafted upon these British importations the best of the habits and experiences of the American people. There is a distinctive Canadian individualism, embracing a Canadian physical type and a Canadian mentality. It is a combination of the best things British and the best things American.

This appears in Canadian finance. The two chief sources of capital for Canadian development have been Britain and the United States. The two chief sources



ST. JAMES STREET, THE "WALL STREET" OF CANADA  
The new skyscraper home of the Royal Bank of Canada dominates this financial district of Montreal.

of Canadian financial methods have been these same two countries. Prosperity was perhaps inevitable.

In the early years of her development Canada depended largely upon the money of British investors; in recent years she has given welcome and opportunity to many millions of dollars of American money. Today American capital predominates in her outside investments. There is \$2,250,000,000 of British money in Canada and \$3,300,000,000 of American money. This American capital has poured into industrial plants, including about 1000 branch plants or warehouses of American companies, into railways and public utilities, insurance companies, mines, grain companies, land, timber developments, etc. Every year a steady flow of American money comes to enrich Canadian resources. The net amount of new American capital invested in 1927 was \$146,000,000; in 1928, \$98,000,000.

**O**N THE WHOLE, American investments have proved highly profitable in Canada. Probably Americans have done better than British investors. They are closer; they are more likely to link up with Canadians, who know the country, and thus to avoid the dangers of absentee control. There are New York financiers who know Ontario better than they know Texas or Oregon. Moreover, American dollars did not begin to flow into Canada until after the early struggles of development were beginning to pass. The Britishers plunged more. They were empire-builders; the Americans were business-builders.

Yet with all this American money in Canada, American investors have not enough economic control to carry with it political influence. The total represents only about 12 per cent. of the national wealth. All outside investments together amount to less than 20 per cent. Canadians themselves have four dollars invested in their country for every dollar of outside capital invested there. They are the majority shareholders in practically all the important enterprises of the Dominion.

The flow of money between Canada and the United States is natural and easy—practically without restriction. Canadians have a great deal of money in the United States. New York brokerage houses have strong Canadian connections; until recent years many Canadian speculators bought nothing but American stocks. Canadians own outright factories, banks, insurance agencies, and other enterprises in the States, in addition to vast holdings in companies like General Motors, Union Carbide, United States Rubber, Standard Oil of New Jersey, etc. Canadians have an estimated investment in the United States of \$940,000,000. In 1928, it may be noted, Canadians actually invested slightly more money in the United States than Americans invested in Canada.

Canada is an attractive country for investment. Finance is sound; methods of public and private finance are much the same as those in vogue in the United States; stock exchanges operate in the same manner; issues of securities are underwritten on the same principles; the types of securities purchased by the investor have but little variation in the two countries. Americans and Canadians interchange financial jobs freely in all lines except banking. American banks recruit officers from Canada; Canadian banks hire few Americans.

**T**HE MOST STRIKING DIFFERENCE in the financial structures of the two countries is in the banking systems. These are quite dissimilar, a fact not widely appreciated. A comparison may be of interest to the present reader.

United States banks are divided into two classes. The national banks are chiefly responsible for the financing of business, and are only now becoming important factors in the savings deposit feature of banking. The state banks draw their funds largely from savings deposits and lend this money on real estate or purchase government and similar bonds.

There is only one class of bank in Canada: commercial. The banks draw their money from four chief sources—shareholders' capital, current deposits, savings deposits, and note circulation. They make ordinary commercial loans, collateral loans, loans against warehouse receipts, etc., and they also keep a certain percentage of their funds in such liquid securities as government and railway bonds. They make no loans on real estate, and own only such real estate as they require for their premises. They perform no fiduciary functions. Separate trust companies handle estates, stock transfers, etc. Mortgage companies and insurance companies make real-estate loans. The banking systems of the two countries will be found to vary in still other interesting ways.

However, the chief difference between the American and Canadian banks lies in the development of branch banking in Canada. There are no local banks. The American tourist driving through a hamlet of 400 or 500 people in Canada is no doubt surprised to see on the window of the bank in the town some such extraordinary legend as this:

Capital.....	\$30,000,000
Reserve.....	30,000,000
Resources.....	800,000,000

In a town of similar size in the United States the villagers would boast a bank of perhaps \$10,000 capital, \$5,000 reserve, and from \$60,000 to \$100,000 of total assets.

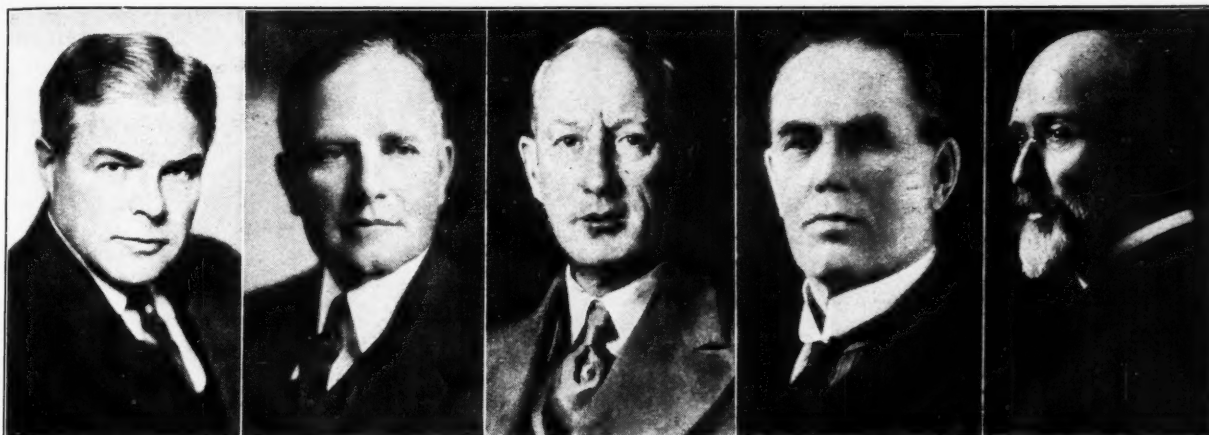
There are only ten banks in all Canada. One of these operates in a restricted area in Southern Saskatchewan. The others are all large national banks with anywhere from 100 to 900 branches. Three of Canada's banks rank among the ten largest banking institutions on this continent. Two of them rank among the twelve largest in the world. Branch banking has worked out well in Canada. Bank failures have been rare and losses from bank failures comparatively small. While a bank failure in Canada involves many more people than a bank failure in the United States, the country does not pass through the experience of hundreds of small banks going to the wall every year. The large banks of the Dominion are strong and well managed.

It is sometimes charged that the large banks gather up the savings deposits of people in every small hamlet in the country and divert this money to the large cities in the east. This is not true. The tendency is the other way. Wherever there is a surplus of capital—and this is more likely to be in the wealthy centers—the banks, with their numerous branches, are able to get their share of it and put the money to work in sections of the country where there is a shortage of banking capital. In this way every part of Canada is assured of ample credit for local needs, and new areas are able to secure the requisite sound and stable banking accommodation.

Whenever an oil or mining strike is made in the farthest north of Canada, a branch bank follows at once. It is a bank that gives absolute protection to depositors, even if the town in which it is located should dwindle in importance.

**B**ESIDES DOTTING CANADA with branches and venturing into the farthestmost corners of developed Canada, her banking institutions have branched out into other countries, partially to extend their field of service and profit and partially to finance foreign-trade developments.

Canada is already a large international investor. In addition to the \$940,000,000 of Canadian capital in the United States, there is \$730,000,000 of it in other countries. Investors have participated heavily in foreign government and industrial bond issues. Long before the United States became a large international



Edward W. Beatty

James H. Gundy

Sir Charles Gordon

Sir Herbert S. Holt

Sir Joseph Flavelle

## FINANCIAL LEADERS WHO HAVE GROWN UP WITH CANADA

Mr. Beatty is chairman of the board and president of the Canadian Pacific Railway; Mr. Gundy, head of the Toronto investment banking house of Wood, Gundy & Company, is considered the ablest of the younger financial men of the Dominion; Sir Charles, president of the Bank of Montreal, is called Canada's textile king; Sir Herbert, probably the Dominion's wealthiest man, heads the Royal Bank of Canada and also a group of important power companies; Sir Joseph, of Toronto, ranks as one of Canada's outstanding financiers.

investor Canadians had built tramway, lighting, and telephone enterprises in Spain, Brazil, Mexico, and the West Indies. Anomalous as it may seem for a young country, still calling for capital for her own development, to be sending money to finance enterprises abroad, it is nevertheless true of Canada. This unusual situation is due to the international outlook of her great financial leaders.

Canadians have regained control of many gigantic enterprises originally financed in other countries. The \$80,000,000 British Columbia Power Corporation, originally financed in Britain, is now controlled in Canada. The Grand Trunk Railway was owned in Britain and is now part of the government-owned Canadian National Railways. By a financial coup, in which the British Government is believed to have had more than a passing interest, Canadians bought shares of the dominant factor in the world's nickel supply—International Nickel Company—until the American owners found themselves out of control. A merger with the British-owned Mond Nickel Company, within the past few months, created a billion-dollar enterprise owned largely in Canada. Canadians today are extremely optimistic over the future of Canadian industries.

**A**MERICANS STILL CONTROL the oil supply of Canada and the automobile industry. They are powerful in the paper industry and in lumbering. British capital still owns the Hudson's Bay Company, but there are Canadians ready to buy it as soon as they can pull up roots that have been growing in English soil for 260 years. The British are dominant in fire insurance, but Canadians control their banking and life-insurance business. They are increasing their holdings of Canadian Pacific Railway, but they are not as keenly aware of the importance of this great transcontinental enterprise as are the Americans who have bought heavily from British holders.

In many cases where American interests control Canadian enterprises they leave the management to Canadians. Imperial Oil, a \$600,000,000 enterprise dominating the gasoline situation in Canada, is controlled by Standard Oil of New Jersey but has not a

single American director. International Power and Paper's Canadian subsidiaries have four Canadian directors for every American on their boards. General Motors of Canada is owned by the American company, yet it is directed by Canadians who have been responsible for its development from a small carriage factory, entirely owned in Canada. Its rise has synchronized with the growth of the American company. Similarly Ford Motor of Canada may be regarded as a Canadian-built institution. At one time it was controlled in Canada. Its Canadian founder was making a success of it at a time when Henry Ford was too busy to think much of markets other than the United States. Now the company is American-controlled but Canadian-managed. This listing of home-directed enterprises might be continued at some length, and it would make an impressive showing of Canada's industrial and financial brains as well as of wealth.

**T**HE PULP AND PAPER industry in Canada, and particularly the newsprint industry, has gained much from American capital and direction but it is 70 per cent. Canadian owned. Canada is now the world's largest manufacturer of newsprint paper, having passed the United States. The northward shift in paper production has been the natural result of large reserves of timber in Canada and excellent supplies of low-cost power. Many large American newsprint operators, such as International Paper Company and Kimberly-Clark Company, as well as newspapers, such as the *New York Times* and *Chicago Tribune*, have built paper plants in Canada. The race to make reservations on the best available timber areas and to get new machines into production has been too keen; the industry is now seriously over-built and the closing down of high-cost mills in the United States and the conversion of others into hydroelectric power plants has only partially relieved the situation. The newsprint magnates do not expect stabilization within two years. Newsprint is the outstanding example of depressed industry in Canada—in fact just now the only important one.

Financially, Canada has reached her maturity.



# Rolling Back the Map

By ALAN N. LONGSTAFF

**T**HE INEXHAUSTIBLE NATURAL RESOURCES of the great Dominion of Canada." This is a fine, high-sounding phrase as it rolls from the tongue of spell-binding orator or optimistic promoter. Yet never was an optimistic phrase more fully backed by facts and figures. As the map of Canada is rolled back northward, as the great hinterland which lies toward the Hudson and James bays is cracked open, so new truths as to the resources of Canada are brought home.

Airplanes, soaring over the great forest and lake areas, and in turn over muskeg and "barren land," bear prospectors in a few hours to territories which previously required weeks of toilsome travel to reach. Tractors and snowmobiles have replaced the tump-line and canoe as a means of transporting equipment and supplies, and even the dog sled is superseded—though not entirely—as a vehicle of transport.

Out into what was, not so long ago, the impenetrable hinterland of the north, have gone two lines of steel, and railroad cars are operating within a dozen miles of Fort Churchill, newest of Canada's seaports, on the Hudson Bay. That is but one phase, it is true, of the development of Canada's resources; but it is a phase indicative of happenings all across the Dominion.

Canada's resources of mine and mineral are rapidly passing from the plane of potentiality to the field of actuality, and the high-sounding phrase concerning "inexhaustible resources" would seem to be ever more justified. Resources cannot be inexhaustible, but as more and more of them are laid bare the time of their exhaustion at least becomes more remote.

Draw a straight line across the map of the Pre-Cambrian area from the Keweenaw Peninsula of

Michigan to the Coppermine River which flows into Coronation Gulf, out in the Eskimo-populated country of Canada's Northwest Territories, and that line will intersect the new northern Manitoba copper fields of the Flin-Flon and Sheritt-Gordon areas. This, you may say, is a coincidence. But the Michigan field has been producing some 200 million pounds of copper annually for eighty years past, and the Coppermine River deposits were providing the Eskimo and Indian natives with the native copper—with which to tip their weapons of the hunt—long before the White Man came to disturb their ideas of tranquillity.

And the northern Manitoba field, newest of Canada's developments in this line of endeavor, lies in the straight line and in that "mineral treasure house of the Continent"—the Pre-Cambrian shield, which geologists tell us is the most highly mineralized section of rocks in the world. A vast U-shaped area, stretching from Labrador around Hudson Bay almost to the Mackenzie River, this is said to be the greatest single exposure in the world, greater than all others.

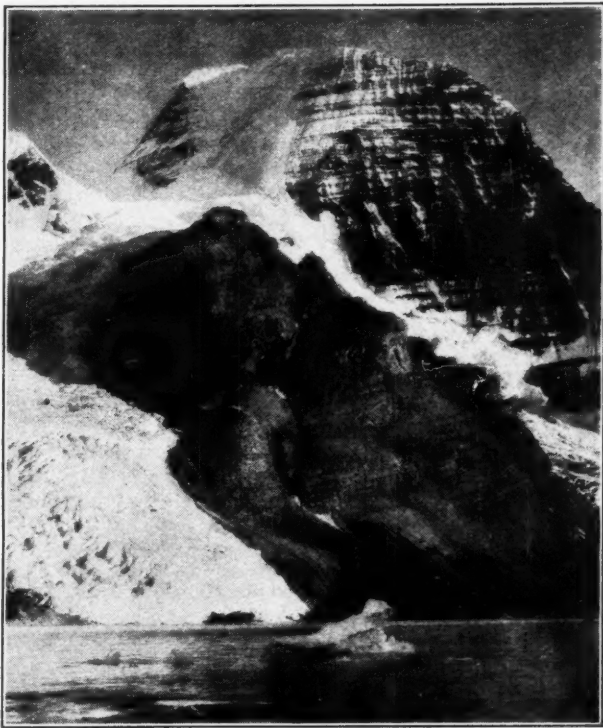
Less than 3 per cent. of this Pre-Cambrian area projects into the states of Michigan, Wisconsin, and Minnesota, though that projection is one of the richest mining districts in the world. It contains the famous Lake Superior iron mines, which, more than any other single factor, have contributed to the preëminence of the United States in iron and steel manufacture.

The Pre-Cambrian shield occupies some two million square miles; a gigantic treasure storehouse. It has given to Canada the great mining camps of Sudbury, Cobalt, Kirkland Lake, Rouyn, Red Lake; camps whose riches were unknown and unthought of a comparatively few years ago.

Progress at these proved mines is gratifying, yet greater interest attaches to the search which is being vigorously pushed into new fields. From the Atlantic to the Pacific coasts, and from the Great Lakes to the Arctic Ocean, the search is being carried on, and areas hitherto considered barren are being found to contain deposits of minerals whose potentialities are told by geologists in staggering figures.

Aerial exploration has removed many of the terrors and hardships of prospecting and has opened to the seeker after mineral deposits territories formerly far beyond his reach. The past year found planes of the Northern Aerial Minerals Exploration Company (the N.A.M.E.), the Dominion Explorers, Ltd., and the Western Canada Airways, Ltd., scouring the territories along the western and eastern coasts of the Hudson and James bays, dropping off a party of prospectors here and there and returning later, at a given date, to bring them back to civilization.

**B**UT, WHILE THE EXPLORATIONS of the Pre-Cambrian shield are bringing forth perhaps the most spectacular developments in connection with Canada's unknown resources, the wealth of the Dominion is by no means confined to this treasure house, with its Hollingers, its Rouyns, and its Sheritt-Gordons. Nova Scotia has substantial coal reserves, estimated at more than 9000 million tons. This is the only coal on the Atlantic seaboard, and while certain difficulties are encountered in its extraction, mining methods have been greatly improved and prospects are distinctly encouraging. A shaft of the Dominion Coal Company, recently sunk for the purpose of winning coal from the submarine areas, is estimated to have a life of 125 years, and the prediction is made that before it is abandoned 140,000,000 tons of coal will have been hoisted through it. This province also contains deposits of copper, lead-zinc, and valuable non-metallics. Gold mining shows a revival, and the application of modern methods should increase its importance.



**MOUNT ROBSON, HIGHEST IN THE CANADIAN ROCKIES**

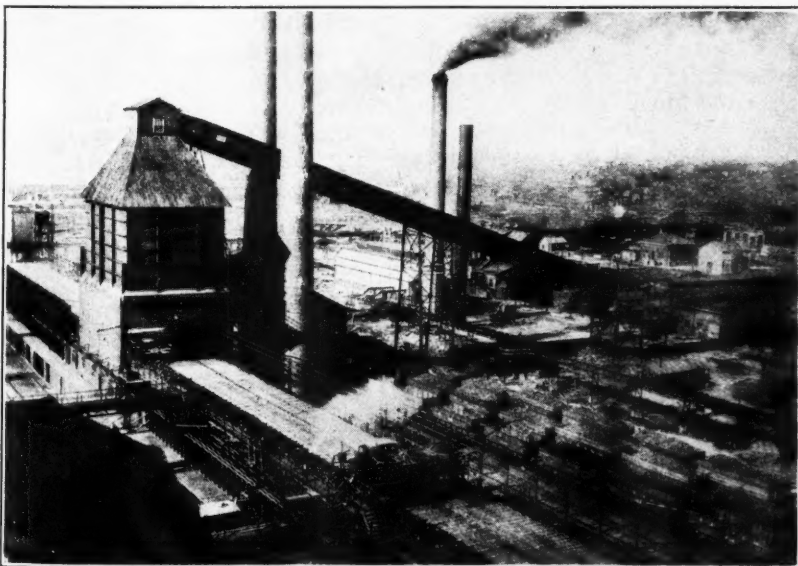
One of the great natural resources of the Dominion is the mountain region of the two far western provinces of Alberta and British Columbia, attracting tourists in ever-increasing numbers. Mount Robson, on the line of the Canadian National Railway, rises almost 13,000 feet high.

New Brunswick is looking up as a potential producer of metallics, such as antimony, copper, manganese, and iron. There are also in this province deposits of gypsum, coal, and other non-metallics.

In the Gaspé Peninsula of Quebec, large deposits of lead-zinc occur, and recently important bodies of copper have been discovered that sooner or later will provide the basis for an important industry.

At Noranda, the Horne Copper Corporation has put in its first year as a producer. This mine is regarded as one of the best yet discovered in Canada. Since the building in to it of a railroad branch, this producer is well established, and a new town has grown up adjacent to it. Plans for a general enlargement of mine and smelter operations are being consummated, the ore being high-grade and in sufficient quantity to permit large-scale operations. Large masses of clean chalco-pyrite occur, and such ore is not only rich in copper but also carries values in gold. It is of interest that the siliceous flux used at the smelter also comes from the same mine and carries about 2 per cent. copper and one or two dollars in gold. During this year, it is stated, a second furnace will be made ready for operation.

Activities at Sudbury during the last two years have commanded wide notice. Resumed exploration



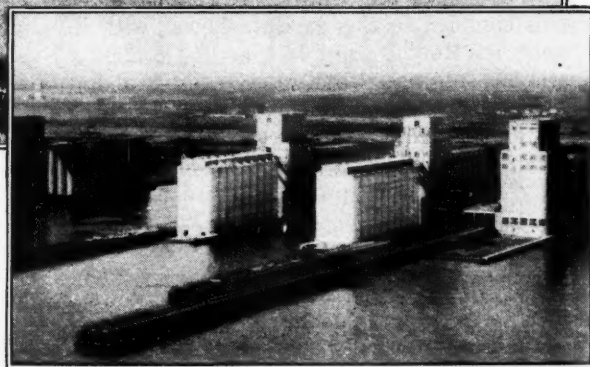
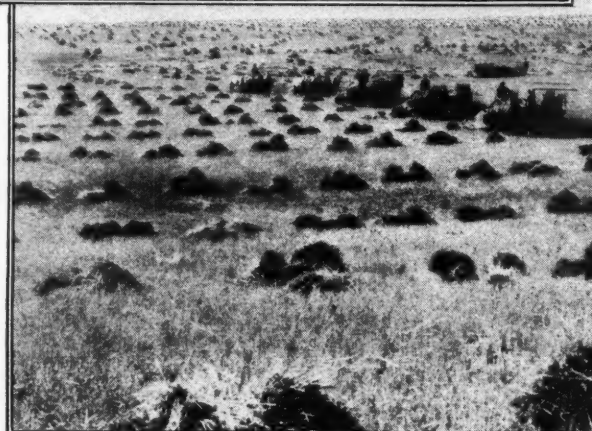
**SYDNEY, NOVA SCOTIA, IS THE PITTSBURGH OF CANADA**

It is the center of the Dominion's greatest iron and steel and most important coal-mining industries. Pictured above is a portion of the coal, iron ore, and steel manufacturing plant of the British Empire Steel Corporation.



#### THE BREAD BASKET OF THE WORLD

Wheat production for 1928 reached a half billion bushels, most of which will find its way to foreign lands. The government is developing Churchill on Hudson Bay (pictured at the left) to take advantage of a shorter route to Europe during the four months of open water in this latitude. Much of the wheat crop travels to Fort William or Port Arthur (pictured below) at the head of the Great Lakes, and reaches the sea via the Welland Canal and Montreal. At Fort William is the 7,000,000-bushel terminal of the Canadian Coöperative Wheat Producers; and at Port Arthur is the 5,500,000-bushel elevator of the United Grain Growers.



of the Frood deposit showed that the early work was in a comparatively low-grade part of the ore body. At the depth it becomes much richer, and this discovery is bringing about tremendous changes in the industry. The surface plant at the mine is planned for a large-scale, long-continued production, indicative of the expectations of the management. At Copper Cliff the construction of a new nickel-copper smelting plant is under way. Thus Canada will continue to supply the major portion of the world's nickel.

While the two producers in the nickel-copper area are forming a merger, the Falconbridge property has been taken over by a new company, and shaft-sinking and development have begun. This property lies a short distance east of the Gerson mine of the Mond Nickel Company.

At Sudbury, also, the Treadwell-Yukon Company is developing a large deposit at the Errington mine. This ore is a mixture of copper-lead and zinc sulphides, and it carries large values in gold. On an adjoining property, Sudbury Basin mines have been securing good results from diamond drilling, and Sudbury therefore is to be a producer of lead and zinc in the future as well as copper and nickel.

**C**ANADA IS ALREADY CHALLENGING the position of the United States as the second largest producer of gold, and the prediction is made that within the next two or three years she will have passed her friendly neighbor.

In Ontario the Patricia gold belt is looming largest on the horizon. Red Lake, Woman Lake, Favourable Lake, Shoniah Lake, Pickle Lake and Fort Hope discoveries indicate that there is a belt about 200 miles

long, north of the English and Albany rivers, where gold mines may be produced. At Red Lake a 500-ton plant will be erected when water-power is available, which at this time seems imminent.

Manitoba now has a steady producer in the Central Manitoba mine, and several other companies are exploring gold properties east of Lake Winnipeg. By building the line to the Flin-Flon on the Manitoba-Saskatchewan boundary, the Canadian National Railways have played an important part in the development of the north country. This line runs directly into the proven mineral belt, and new towns have sprung up on the horizon, with the prospect of many million tons of ore in the Flin-Flon and Sheritt-Gordon areas, carrying good values in copper, zinc, gold, and silver.

Consideration of the future of Canada's mining industry involves also consideration of the wealth in coal resources of the western provinces. The coal reserves of western Canada have been estimated by the late Dr. Dowling at 1132 billion tons, an astounding figure. This is equivalent to more than thirty thousand times Canada's annual consumption, and is nearly 60 per cent. more than the estimated resources of the whole of Europe.

Along the lines of the Canadian National System in

British Columbia, and particularly along the line which stretches from Red Pass Junction in the Rockies to Prince Rupert, there has been the greatest mining activity during the past year. There is good authority for the statement that work is being performed on at least one hundred properties between Terrace and Burns Lake. Results at Topley, Hazelton, Smithers, and other points have given an impetus to mining in central British Columbia.

BECAUSE OF THE INTEREST everywhere in mineral developments, it has been more or less inevitable that in a discussion of the resources of Canada, mineral resources should first be dealt with. However, there are other resources, closely allied, as, for instance, the water-powers. It is of interest to note that the known available water-powers of Canada will permit of a turbine installation of more than 41,000,000 horsepower, on an average installation 30 per cent. greater than the ordinary six months' flow. During the past year a steady increase in hydro-electric development has taken place from coast to coast, and 560,000 horsepower were added during 1928, bringing the aggregate for the Dominion up to 5,360,000, which is twice that available in 1923.

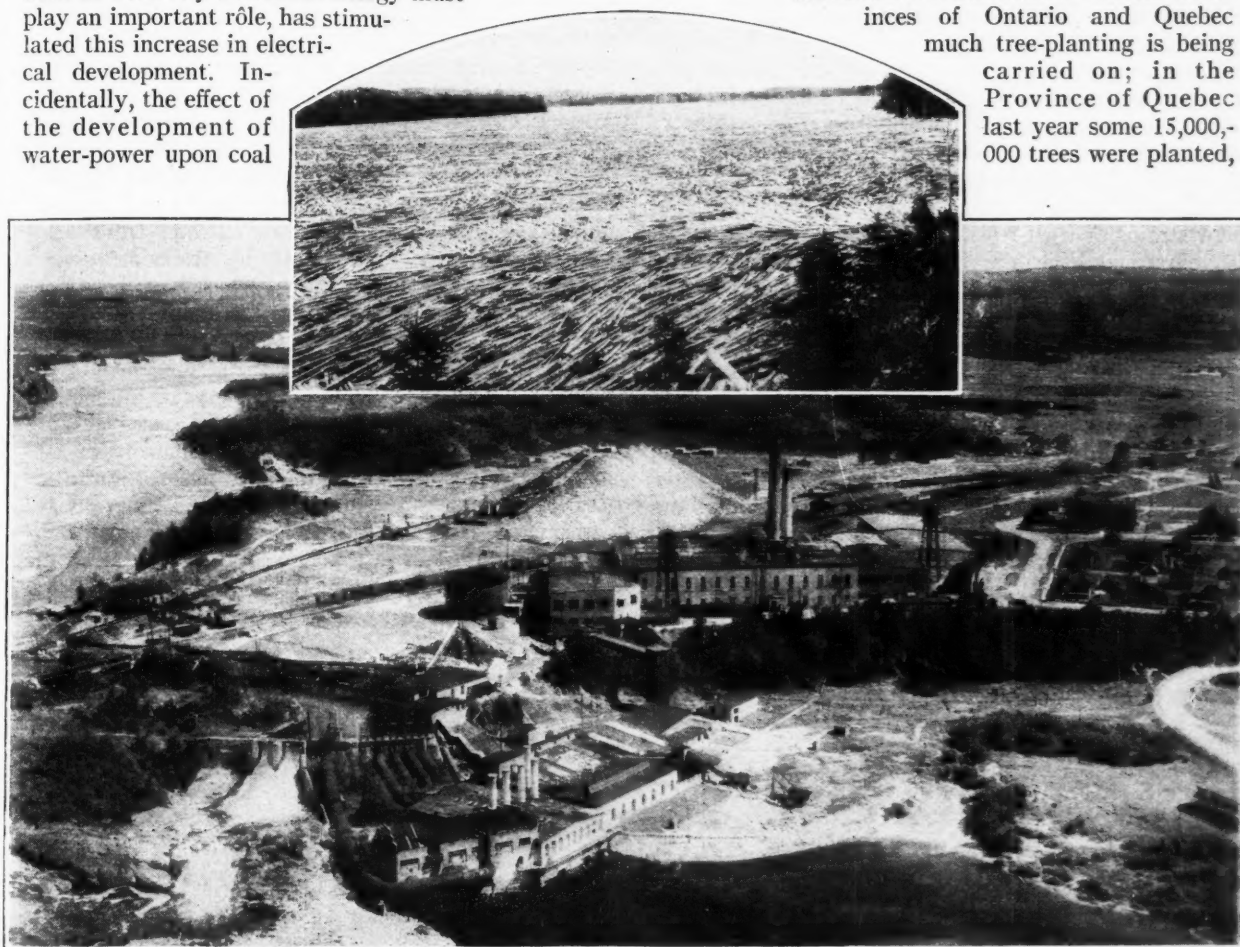
Expansion of both forest and mining industries, in both of which hydroelectric energy must play an important rôle, has stimulated this increase in electrical development. Incidentally, the effect of the development of water-power upon coal

consumption must not be disregarded. This is particularly true in the provinces of Ontario and Quebec, which contain no coal deposits. An estimate of the Dominion Water Power Branch places at six tons of coal per annum the saving capable of being effected by each installed horsepower, and on this basis the total present water-power installation is capable of saving not less than 32,000,000 tons of coal in the course of a single year.

The forest resources of the Dominion are producing an annual value of something like \$475,000,000, a clear indication of their economic importance. A complete and accurate survey of forest resources has not yet been made, but it is estimated that the amount of merchantable timber standing in the Dominion is 224 billion cubic feet, of which 80 per cent. is softwood. The annual commercial utilization of these forest resources is placed at 2,700,000,000 cubic feet, and to this must be added the amount destroyed by fire, wind, insects, and other agencies, which would bring the consumption to four or five billion cubic feet.

The bare figures of this would indicate a rapid depletion of forest resources, but fortunately Canada has learned her lesson that the forests are not entirely inexhaustible. The Dominion and Provincial governments, as a result, are adopting various methods of constructive conservation. In the Pro-

vinces of Ontario and Quebec much tree-planting is being carried on; in the Province of Quebec last year some 15,000,000 trees were planted,



CANADA IS THE GREAT TIMBER STOREHOUSE OF THE BRITISH EMPIRE

Her pulp and paper mills employ many thousands and have been most instrumental in developing enormous resources of cheap hydro-electric power. Canada leads all nations in newsprint production. Directly above is shown the Spanish River 20,800 horsepower development owned by the Abitibi Power and Paper Company in Ontario. The smaller picture shows a part of 90,000,000 feet of pulpwood ready for the mill in Lake Kenogami, Quebec.

and at one station alone provision has been made for planting 5,000,000 trees annually. Add to this improved methods of fire detection and prevention, in which the railroads add their meed of effort to those of the governments and the lumber and pulp-and-paper companies, and it will be seen that Canada is endeavoring to conserve her forests.

As the airplane is being used to search out the mineral deposits of the former barren lands of the north, so it is being employed in the safeguarding of forests from fire and insect injury. Throughout the fire-peril season, airplanes aid in detection and in hurrying fire-fighters to the scene of outbreaks.

The pulp and paper industry has grown with enormous strides. In 1890 the Dominion exported only \$120 worth of pulp and paper. In the last fiscal year the value of those exports had grown to \$183,000,000. That is the story of the importance of her forests.

IT IS SOMETIMES SAID that while Canada is increasing in importance as an exporter of finished products, she remains preëminent in the production of raw materials. Under this heading, of course, would come the products of another of Canada's basic industries—agriculture. For many years to come, Canada will remain one of the world's great producers of foodstuffs. At the present time only about 40 per cent. of land available for cultivation has been brought under the plow, and of the occupied area not more than one-half is cultivated. At the present time Canada produces about one-tenth of the world's supply of wheat, and in recent years has exported about one-third of all the wheat entering into international trade.

Again in the production of foodstuffs, the map is being rolled back toward the north. Development of new strains of frost-resisting and early-ripening wheat have pushed back the frontiers beyond which, formerly, these foodstuffs might not be grown. Marquis and later the Reward strains have been important factors in this. The former, developed by Dominion cerealists, made possible the production of wheat much farther north than had previously been wise, and the newer and later strain seems destined to push back the frontier still more.

Canada, of course, produces other foodstuffs besides wheat, but it is of this staple and of flour that one naturally thinks when agriculture in the Dominion is mentioned. But while field crops have averaged more than one billion dollars annually during the last five years, animal products, as a farm revenue, returned

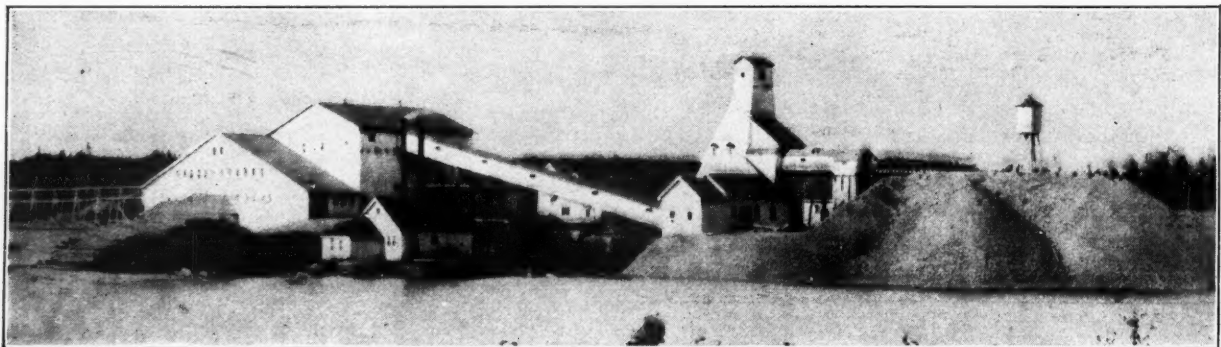
something over \$480,000,000 annually. Fruits and vegetables were valued at more than \$46,000,000, and tobacco was produced to the extent of more than 6,000,000 pounds for export, this being about 20 per cent. of the total production.

IN THIS ARTICLE we have covered in a somewhat sketchy manner the principal resources of the Dominion of Canada. Canadian fisheries, with an export value of more than \$30,000,000 per year; the fur trade, which today includes the important ranch-rearing of furs having an annual catch and output of \$20,000,000; the oil and natural gas outputs—these are but mentioned. Yet we have gone sufficiently into the matter to convince even the skeptic that there is much truth behind the redundancy of the orator who uses the phrase found in the introductory paragraph.

It is true that resources, without man-power and finances for their development, are but potentialities. The man-power of Canada is increasing, and the possibilities of this Dominion are more fully realized. There has been no lack of evidence that the investors in other countries are seeing in Canada today a fruitful field for the employment of their financial resources, and on all hands there is nothing but optimism as to the years which lie ahead.

Resources without markets would be worthless, but it is significant that for many products the markets are now looking to this Dominion. The sources of supply in other countries have been worked for years; in some cases they are nearing exhaustion, and the world turns to Canada. That the development of these resources may proceed without interruption, and that the products of the mine, the forest, and the farm may reach their markets without delay and without undue cost, the development of efficient transportation systems is necessary, and this transportation is provided by the railway systems which have been constructed serving all parts of the Dominion.

The largest of these, the Canadian National System, with more than 22,600 miles of line serving each of the nine provinces, has projected this year branch-line mileage which will bring it into still closer contact with the mining areas now in the course of development and which will also provide transportation facilities for settlers who have pushed ahead of the railways to bring the land under cultivation. By its northward projections the railway system is also assisting in the work of pushing back the frontiers and rolling back the map of Canada toward the north.



A GOLD MINE AT KIRKLAND LAKE, NORTHERN ONTARIO

Canada expects soon to displace the United States as second largest producer of gold in the world, South Africa being foremost.



# Detroit, Where Boys Were Bad

By A. P. PILIDES

**T**HERE IS A NEW INDUSTRY in Detroit, the most important of all the enterprises that have made the City of the Straits famous. It promises to add more to the actual well-being of the city than any other single industry promoted and grown great there. It is a real factory enterprise that takes the raw material—in its rawest form—known as Boy, and works it over into a first-class brand of the article known as Citizen.

For years the problem of delinquency of boys in Detroit has had the consideration of men and women who could only deplore the flood of shortcomings, petty ones and big ones, that brought an ever-increasing tide of the city's youth to the juvenile court. The Detroit Union League Club, in 1924, inspired by the laudable service rendered by the Union League Club of Chicago to boys of the under-privileged class, commissioned the writer—then chairman of its public welfare committee—to study Detroit's boy problem.

According to a report compiled from the records of the juvenile court, of all the boys in Detroit from seventeen to nineteen years of age inclusive, one out of every eight was arrested in 1925. In 1923 there were 5119 arrests of boys under nineteen, of whom 2600 were under seventeen. In 1925 there were 7093 boys arrested under the age of nineteen, and 3800 under seventeen. It was also found that Detroit led all large cities of this country in juvenile delinquency.

There are approximately 300,000 boys under twenty-one in Detroit and the surrounding suburbs of Highland Park and Hamtramck. It was found that 81 per cent. of them, whose average age is ten years, were not reached by existing agencies directed toward recreational, social, and educational work among boys outside of school hours. This boy survey was presented to about fifty public-spirited citizens, who volunteered

to organize the Boys' Club of Detroit. The club is housed in a four-story building once used as a cigar factory. Showers and lockers were installed in the basement, and the upper floors were converted into administration offices, auditorium, medical and dental clinics, recreation and class rooms.

**W**ORD WAS SENT OUT in November, 1926, that the building was ready. The officers of the board hoped that at least a hundred boys would respond and make a beginning of boys' club activities. But on the night appointed for the opening of the club it seemed that the entire army of 11,750 boys living within a radius of one mile of the building had answered the invitation! Work was begun with a selected—first come, first served—lot of boys, 300 in number. As soon as their activities could be organized with proper supervision, another 300 were admitted to membership. Within six months the enrolment had increased to more than 2000, and at present—in its third year—it is close to 4000.

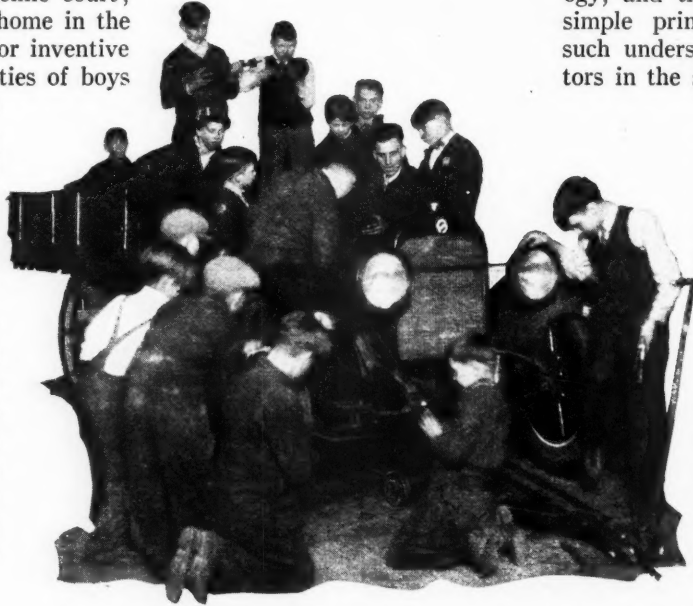
On winter nights the clubhouse is alive with boys from top to bottom. Among them are many who have been the terrors of a neighborhood that held the city's highest juvenile delinquency record. It is a "two-bit" paradise, for twenty-five cents is the cost of annual membership; but it provides more fun than some people can buy with a million.

Every kind of game dear to boys is organized and supervised—from marbles up through the crescendo of entertaining and wholesome sports to roller-skating, hockey, pool—not the slum dive variety, but a gentleman's game. They are taught radio building, mechanical drawing, carpentry, toy-making, printing, electrical experiments, automobile mechanics ("Tin Lizzie" is being constantly torn down, and rebuilt), motion pictures, airplane and speedboat modeling—

all fun is worked at and all work is fun in this club.

Boys first come to the club with bad teeth, poor health, dirty bodies, and with the street-wise mentality of the take-but-don't-give brand. But after a period of milling in this boy-factory they go out with improved health, good teeth, clean bodies kept clean by the new habits formed, and with a fairly complete extraction of the old notion that an unfair attitude toward people and property will get them anywhere worth going to.

These are the boys who formerly found playgrounds in the back alleys or on the streets; furnished a large proportion of the delinquents appearing before the juvenile court; had no advantages at home in the games, entertainment, or inventive and constructive activities of boys the world over. In many of their homes, ignorance or lack of funds made it impossible for them to have proper physical care and supervision. They had no easily accessible place in winter or summer for wholesome recreation during the hours they were not at home or in school, but were loose on the streets with nothing to do but to think up some amusing—or profitable—deviltry.



AUTOMOBILE MECHANICS IN THE MAKING

THE MEMBERSHIP of the club represents nineteen different nationalities. There are no club rules, but every boy soon learns to respect the rights of others. In game rooms and in sports he develops self-control, chivalry, the value of team work, and courtesy to opponents. In the first year of the life of the club, its baseball team won the district championship. The basketball team handed an unexpected wallop to a team from one of the Chicago Boys' Clubs. Two members of the aircraft class won the first prize in the international convention held in Syracuse, in which 300 clubs competed. The team of tumblers was picked as the best drilled in the city. In the printing department, the boys edit their own paper, the *Boys' Club News*, and bulletins, besides practising on all sorts of printing stunts.

There have been repeated cases of parents startled at the sight of their boys bringing home a radio outfit, a bird-house or a churn, fearing a recurrence of the old bad habit of theft. Their misgivings were dispelled by the proud smile of the boy who was maker, and not purloiner, of the useful or entertaining article brought home.

Many crippled children are made happy by toys made by these boys, who delight to take them to crippled friends in whom they have a personal interest. Numerous bird families in the parks of

Detroit owe their homes to the boys' carpentry class.

Boys in the various vocational classes frequently become so interested in their work that the superintendent has difficulty in getting them started home. All sorts of hidden talents are uncovered in this hive of boys where opportunity is given them to find themselves. Some of the toughest ex-terrors of the neighborhood have taken seriously to music, in many cases evincing surprising innate talent. Great results may be achieved by harnessing the steam pressure of boyhood that was once a menace to the community because of lack of proper contacts and control.

An understanding of boy psychology, and the application of a few simple principles growing out of such understanding, have been factors in the success of the club. At

one time articles were disappearing with distressing regularity from one of the coat-rooms used by the younger boys. Suspicion centered on one who had a reputation for "lifting" things. He was promoted to chairmanship of an Anti-Theft Committee—and there were no more complaints of stolen goods.

"Jim" used to be a gang leader. His profane vocabulary was picturesque and complete. When asked to take the chairmanship

of the Anti-Swearing Committee he was flattered, and said: "Hell, yes! I'll make those blankety-blank bozos cut out their swearing." And he did—along with marked improvement in the leader himself.

THE MEDICAL CLINIC attempts to solve the relationship between physical defects and anti-social conduct. A few illustrations may make this matter clear.

A boy who is three years behind his grade in school was found to have a serious visual defect. A call upon the parents produced the information that the child was lazy and had failed to apply himself to his studies in school. For this he had been reprimanded and finally seriously whipped by his parents in an endeavor to compel him to get his lessons. When the nurse explained to the parents that the boy could not see well they insisted that the boy's eyes had never been sore and were therefore all right. It required a demonstration at the medical clinic of the Boys' Club to prove to the parents that this child really had a visual defect. It can be readily seen that if the parents had pursued their method of inducing the lad to learn he soon would have left home, played truant, and become anti-social.

Another lad with a lead-pencil eraser in his ear which completely filled the canal had the reputation

of being dumb. This was because he failed to respond to many questions and frequently showed lack of interest. The removal of the obstacle and cleansing of the canal is such a simple procedure that it can be readily done by almost anyone. Yet at the Boys' Club we had a large collection of foreign bodies taken from the ears of these boys.

The lad who is considered dumb and fails to respond readily soon resents criticism and becomes anti-social. So simple a defect as acne may so disfigure the face of an adolescent boy as to make him decidedly unpopular. These simple illustrations indicate that some easily correctable defects may cause a lad to break away from his group and take the first step toward more serious conduct.

**T**HE BOYS' CLUB is a belated recognition of the social needs of the boy in our city, accorded him by fellow-citizens who are repaid by better service to the community on the part of the boy.

What, by way of summary, are the tangible results?

There is a marked decrease in delinquency cases from this neighborhood. No boy who has come regularly under the influence of the club since its inception has been brought before the juvenile court. One of the largest industrial concerns in the city has offered to take our boys as fast as they can be prepared by habits of honesty and concentration on tasks assigned. The executive of this corporation says that the toll imposed by the waste of inefficiency and inattention,



BOY SCOUTS OF THE DETROIT BOYS' CLUB

with resulting strikes and large labor turnover, is by far the largest loss item in production. And throughout this country industries derive a large proportion of labor from the class of men who have come up through a long period of under-privileged boyhood.

Boys of many races and creeds work and play together in the Boys' Club, where there is no suggestion of religious training outside of urging each boy to attend his own church, with the result that tolerance, friendship, democracy, are the atmosphere of the club. Inevitably, these boys cultivate a growing interest in the work of other Boys' Clubs in the Federation, which is represented in many countries. At a recent convention, a British flag was presented by the boys of Birmingham, England, to the boys of Germantown, Pennsylvania, and this courtesy was reciprocated by the Germantown boys. It's not difficult to vision the potentialities for world-peace and coöperation when the Boys' Clubs International Federation, under the able direction of its president, William E. Hall, reaches out to the boys of all nations and gives them the solid foundation of friendship and understanding that would easily defy the makers of wars.

But let some extracts from a prize essay on "What the Boys' Club Means to Me" answer for the boys themselves:

"I like the Boys' Club because it keeps me from doing any evil around the neighborhood and sinning by stealing and swearing. I am a boy with clean, strong teeth, repaired by the dental clinic dentist, and I am clean on account of taking a bath in the shower room twice or thrice a week, and full of pep by attending for practice on boxing work. I am in the eighth grade because the library helps me. I am also unaware of causing my mother trouble when she knows that no harm shall befall me if I am in this club."

The Detroit Club hopes to house the 1930 Boys' Club Convention in its new house, which will soon be ready, sponsored by its own president, Fred Wardell, who has been the good angel of the club since it was organized, ably assisted by Norval A. Hawkins, treasurer, and generously backed by the Detroit Community Fund.

As Kate Douglas Wiggin put it: "To cure is the voice of the past. To prevent is the divine whisper of today."



MAKING MODEL AIRPLANES: AN INSTRUCTIVE RECREATION FOR BOYS

# NEWS *and* OPINION

Including  
a Survey of the World's Periodical Literature

## Mountaineers and Mills

*The Background of the Textile Strikes in Tennessee and the Carolinas*

IN THE MILL VILLAGE of Pineville, North Carolina, is a group of shabby, box-like bungalows on stilts. One of them is the home of Alfred, a mill-worker. He is tall, loose-jointed, and slow of gait and speech. His face is sunken and filled with a criss-cross of lines. A three days' stubble is on his chin. He says he is thirty-eight, but looks much older.

Alfred is on strike for the first time in his life. He has been in the mills since boyhood, and had married a girl from the mills. She died when the third baby came. It was hard after that, without her wages, but he managed to pinch along somehow on his \$22.50 a week alone. Then, through economies in the mill, his pay dropped to \$17. Debts began to pile up. Alfred owes the doctor \$70, the druggist \$40, and less to others. His only shoes are two years old; and he is worried.

"They think I won't pay," he says. "How can I do much on \$17 a week?"

Alfred gets out of bed at five. He makes his own breakfast, and is at his place in the mill at six o'clock when the whistle blows. Except for lunch time, he is busy until the whistle dismisses him at six in the evening—twelve hours later. The older girl helps him get supper. Then bed; and another day begins.

The story of Alfred is told in the *New Republic* by Louis Stark; for Alfred is one of the mill workers of the new industrial South whose strikes have appeared in the newspapers since the middle of March. The South which awakened to its future as a land of mills

WAGES IN THE SOUTH should rise slowly as demand for workers absorbs the still large surplus. Such a natural process, if unhampered by the tactics of radical unionism, will enrich the whole section. It is for Southern employers, by being so everlastingly right in their wage scales and all their relations with their employees, to maintain a spirit in which unions will have no place and strikes cannot flourish.—RICHARD WOODS EDMONDS, in the *Manufacturers' Record*.

and factories as well as of cotton and tobacco, the South which has been sapping a part of New England's industrial strength, has taken to itself the labor troubles of industrialism as well.

When the new industrial South went on strike agents from two labor organizations had a part in it. They had been scouting the largely unorganized region below the Mason-Dixon line for new union material. They represented the

National Textile Workers' Union, a communist organization, and its older rival, United Textile Workers' Union, which is affiliated with the American Federation of Labor, and which is more conservative.

BECAUSE IT REPRESENTS more clearly than other strikes the clash of the old South with modern industrialism, it is as enlightening as it is interesting to consider the mild upheaval in Elizabethton, Tennessee. Here are the huge plants of the Bemberg and Glantzstoff mills, makers of artificial silk by a new German process described in the *REVIEW OF REVIEWS* last September. Because rents were unusually high compared to the company-owned houses of other southern mills, and because Glantzstoff employees were paid less than Bemberg, labor scouts were able to bring on a strike. In the *Manufacturers' Record*, Richard Woods Edmonds, who personally visited the scene of this strike, reports:

"All other conditions at the two mills are generally admitted to have been just about ideal. Mills and houses were kept immaculate, working conditions were excellent, the people found no fault with their German employers, and while they objected to the high rents and those in the Glantzstoff mill objected to the difference in the wage scales, there seems to have been no thought of a strike until the union agitators came in and began to organize them."

The background of this strike is presented in the *New York Times* by Louis Stark, whose description of Alfred in the *New Republic* was quoted above. Elizabethton is typical of the towns to which mills



GIRL STRIKERS AT ELIZABETHTON, TENNESSEE



STRIKE CROWDS

AT GASTONIA, N. C.

are new—unlike others which have suffered strikes, where mills have long been established. It is only three years since the decision to build the German plants there was made, and a shorter time since mountaineers traded the rifle and hoe, which were their only tools on their isolated patches of land in the hills, for the powerful machines and intricate looms of the mills.

"The occupants of the log cabins, where five, six, or seven members of the family frequently slept in two rooms, were told of the four and six-room cottages being built for workers," writes Mr. Stark. "Wages such as the mountaineer never imagined possible were held out to induce him to desert his rocky farm. . . . His sons and daughters were thrilled with tales of stores, movies, and parties. The older folks were told of the schools where the children might obtain an education."

Glowing pictures like these brought the hill folk down to the mills. For a time it was all a glorious holiday, in spite of the long hours of unaccustomed toil at machines.

But after some months the glamor wore off. Lack of the freedom of the mountains irked the workers. The delicate problems of adjusting these simple people to industrial life went unsupervised, and grievances, not great in themselves, seemed great because unredressed. Moreover, the wages of from \$10 to \$25 a week which had seemed so alluring in the

mountains shrank noticeably when matched against the expenses of the town. Wants unknown in their rural life were given the workers by social contact, by advertisements in newspapers, and by the nearness of stores.

"The discontent culminated in a strike," explains Mr. Stark. "And a strange strike it was. Lean, sinewy mountaineers, with their wives and children, perhaps the most individualistic people in the United States, were urged to meet industrialization by unionizing. This message was directed, in some instances, to families just a few weeks out of the neighboring hills."

Nevertheless within a month this strike was settled. Then began another, because five of the newly unionized men in one of the mills refused to take orders from a non-union foreman, and were discharged. Trouble threatened, and the mills were closed.

In Elizabethton the situation had been complicated because a group of masked men, said to be local business men, had kidnaped two labor organizers named Hoffman and Kelly. Apparently the zeal of these masked men was greater than their forethought, for the striking mountaineers searched for Hoffman and Kelly, found them, and brought them back under guard. Naturally this kidnaping performance stiffened the backbone of the strike by the resentment it aroused among the strikers.

### Index to News and Opinion

National and Foreign Affairs . . . . .	72
Religion . . . . .	92
Education . . . . .	102
Finance and Business . . . . .	110
About Men and Women . . . . .	124
Science . . . . .	130
Among the States . . . . .	138
The Theater . . . . .	144
Music . . . . .	150
Travel and Adventure . . . . .	154

MEANWHILE OTHER CITIES of the industrial south had been having their troubles. In Gastonia, North Carolina, rebellion centered in the Loray Mills of the Manville Jenckes Company, which, like many another owning mills in the South, is a New England concern.

In Gastonia the labor organizers were from the communist group, and because their headquarters were destroyed, and a number of strikers—including old women—were roughly handled by new deputies, resentment flamed up among the workers. Strikers charge that the Loray wages are the lowest in the district, but the company asserts that they range from \$10.20 a week for a few Negro sweepers to

## National and Foreign Affairs



## BREAKING THE RECORD

At left, Assistant Secretary of the Navy Ingalls is shown congratulating Lieut. Soucek on setting an altitude mark of 39,140 feet. Above is the flyer, dressed for the feat, with oxygen mask.

\$30 for skilled and capable individuals on a piece-work basis.

Another typical strike center, in the third of the states affected, is Greenville, South Carolina. Here, as elsewhere, the "stretch-out" plan, designed to increase efficiency, is a cause of trouble.

This system relieves the skilled weaver of the task of loading yarn and unloading cloth from his machines, and allows him to concentrate on the difficult task of tending his looms. A less skilled laborer performs his other tasks, and he is supposed to tend about forty instead of the previous twenty-four looms. Workers declare, however, that they are made to look after seventy-five or a hundred looms under this system, and that the little extra pay is not worth while.

MR. EDMONDS, writing in another issue of the weekly *Manufacturers' Record*, finds that it is not the system which is at fault, but the method of its introduction, at least in some South Carolina mills. In one the Northern owners, without even warning the foremen, sent in young men from the North, who with stop watches timed every move of the weavers. These resented it hotly, and their attitude is characteristic of the reaction of the southern Anglo-Saxon laborer. Mr. Edmonds tells of another mill, operated by a local owner, who introduced the system as an experiment, after thorough explanation, which led to its adoption with the good will of the laborers.

Examining the Southern strikes individually, one frequently finds that lack of close contact and good will between employer and employed seems in large part to blame. Trouble has broken out here and there either from a real grievance, or from sympathy for another

strike. But presumably it must be charged, in the long run, to the South's leaving its hills and fields for machines.

Certainly there appears to be much to say on both sides. Two quotations, one from a laborer, the other from an owner source, point the difference:

"Who said there were no proletarians in America?" asks Harvey O'Connor in the pro-labor, and radical *New Masses*. "Look at Henderson, North Carolina. Men who average \$9.50 a week, women who get \$6.50 on the average. On Sundays the men wear overalls to primitive Methodist chapels, women are dressed in gingham. Many are unshod. They live in a Cooper mill village on the edge of Henderson. Around the mill runs a wicked barbed wire fence. Through the mill town run devious roads rutted a foot deep. The mill town boasts one telephone, no sanitary toilets, a score or more open wells.

"In winter the roads are rivulets and battered flivvers sink hub-deep in hopeless mud. The rain and the cold beat upon tar-papered shacks—and win. Water runs in through the roofs, down the walls, between the cracks in the doors.

"There are no movies in South Henderson. Not even a drug store. A few old grocery stores stocking sow belly and beans. No fresh milk, no green vegetables. But the wretched collection of hovels called South Henderson has its vices—if no virtues."

Opposed to this is a picture painted, again, by Richard Woods Edmonds in the *Manufacturers' Record*:

"In a single mill in Greenville," he writes, "there are 594 jobs, but 815 people on the payroll. Only 382 of them, or 47 per cent., work full time. This arrangement is necessary in order to pro-

vide work for a maximum number. Naturally, the mill management would prefer to have a normal quota of full-time workers; but what would become of the others? Jobs have to be divided out in this fashion to prevent acute misery among many who would otherwise be unemployed."

## Sky High

TO STUFF COTTON into one's nose so that breathing is possible only through the mouth, whence oxygen will be inhaled; to dress warmly, climb into a specially constructed airplane, and point its nose steeply into the sky; to climb and climb until one is nearly eight miles up in the heavens, where the temperature is seventy-six below, and where one's glasses become so frosted that in order to see they have to be taken off at the risk of freezing the eyeballs; to fly on until the plane will fly no higher; to do all this, and in the doing to break the world's altitude record—that is something of an adventure.

It was done on May 8 by Lieut. Apollo Soucek of the United States Navy, at Anacostia Field, Washington. The flier set a mark of 39,140 feet—seven and a half miles, and 722 feet higher than the previous one set by Lieut. C. C. Champion in the same plane last year. What it all felt like, Lieutenant Soucek tells in the *New York Times*:

"The sky is clear of cloud, the air cool, the sun brilliant. My Wright Apache plane is on the line, the mechanics are giving it the last touches—forty gallons of gas in the tanks, which must lift me higher than man has ever flown before. . . .

"I am almost stifled in my heavy flying

## National and Foreign Affairs

suits, boots, and mittens, while Commander F. H. Sears, flight surgeon of the Naval Air Station, plugs my nostrils to force me to breathe through the mouth; adjusts my goggles, with their six pin holes through which I must see when the glasses eventually become covered with frost, coats them in attempting to slow down the frost formation, and adjusts my helmet and face mask."

The flier settles in his place, and races his motor as mechanics cling to the tiny plane. Everything ready, he taxis out on the field, and after a brief run takes off. He flies out over the Potomac. It is difficult to breathe, but he steps the plane into the air at an angle of thirty degrees, and climbs. The little plane mounts rapidly, 3000 feet a minute at first, and 10,000 feet in the first four minutes. It flies in ever widening circles about the field below. The flier's story continues:

"Now we are at 12,000 feet. Time to turn on the oxygen, ever so slightly; not that I need it now, but Dr. Sears says it is best. I want to conserve all my strength for the long pull up above. I can do this by using the oxygen at the earlier stages of the flight where the air still has enough oxygen to sustain life. By this time the ever-widening circles of my flight are fifteen miles in diameter.

"Now we are up to 15,000 feet. A strong southwest wind at this altitude, fully seventy miles an hour. Too strong to permit me to maintain the circles I had planned. The wind is blowing as fast as the plane up in this level. The best thing to do is to stick my nose up into the wind and let both the wind and the motor lift us. So we climb up into the wind, staying over the same spot, apparently right over the Arlington Memorial."

THE HIGHER he goes the wider becomes the pilot's vision. He can see the horizon fifty miles away. At 20,000 feet the cold creeps in about the eyes. The temperature falls rapidly as the plane pushes on, gradually reaching 30,000 feet. The air grows thin, and the engine shows signs of needing more air. Revolutions drop from the normal of 2000 a minute to 1700. So the flier closes the supercharger valve, which forces more air into



Photograph from Ewing Galloway

#### ALL INDIANS ARE NOT RICH

Because a few Indians have become wealthy through oil developments, many believe that entire tribes are comfortably off. Many of them, however, are exceedingly poor. Above, learning to use bow and arrow, is a Pueblo boy of New Mexico, living much as did his ancestors. The Administration is attempting to better the Indians' condition.

the engine. It picks up readily, and climbs on—but more slowly. Breathing becomes more difficult, and added oxygen is necessary. He feels weak and tired, as though he had not slept for days.

At 37,000 feet it is time to supercharge the gas tank, for pressure is low. The engine drums on, carrying the plane still upward and forward at perhaps sixty miles an hour, but so strong is the wind that it is carried slowly backward. It is colder, and difficult to keep the bend of the Potomac at Washington in view. The light oil which lubricates the controls has frozen, making it difficult to fly.

Once more the pilot looks out. He can now see Chesapeake Bay from its beginning in the Susquehanna River in the north, to where it joins the Atlantic at Hampton Roads in the south. The Potomac has become a fine line, far below.

At 38,000 feet a cloud of frost passes over the flier's glasses, and he must rely on the pinholes to see. The altimeter seems to refuse to go higher. The man feels weaker, and takes more oxygen. He opens the emergency oxygen valve, and gulps down a good breath. No longer does the plane climb rapidly. He has to keep his head down below the cowl, out of the freezing blast. He increases the angle of climb, but it seems hours before he can push the altimeter up to 40,000 feet. In his own words:

"I have to fly with my knees controlling the stick. My left hand is busy holding the supercharger throttle. Although the automatic spring, which would pull it closed and slow down the motor

if I fell unconscious, is not heavy, it seems as if it were a heavy weight. I hold my goggles with my right hand like a lady with a lorgnette. In this way I can break the wind and get an occasional glimpse about.

"Still we do not climb. I am getting pretty impatient and weak. I feel a strange dizziness, anticipated but nevertheless annoying. I let the oxygen flow continually now through the emergency tube to be sure I do not faint for lack of it.

"The plane already is wavering as if it cannot go higher. . . . I stick the nose higher. This is not wise, I soon learn. Almost before I realize it the nose whips over and we are falling crazily in a spin. That was

the plane's peak. We could go no higher.

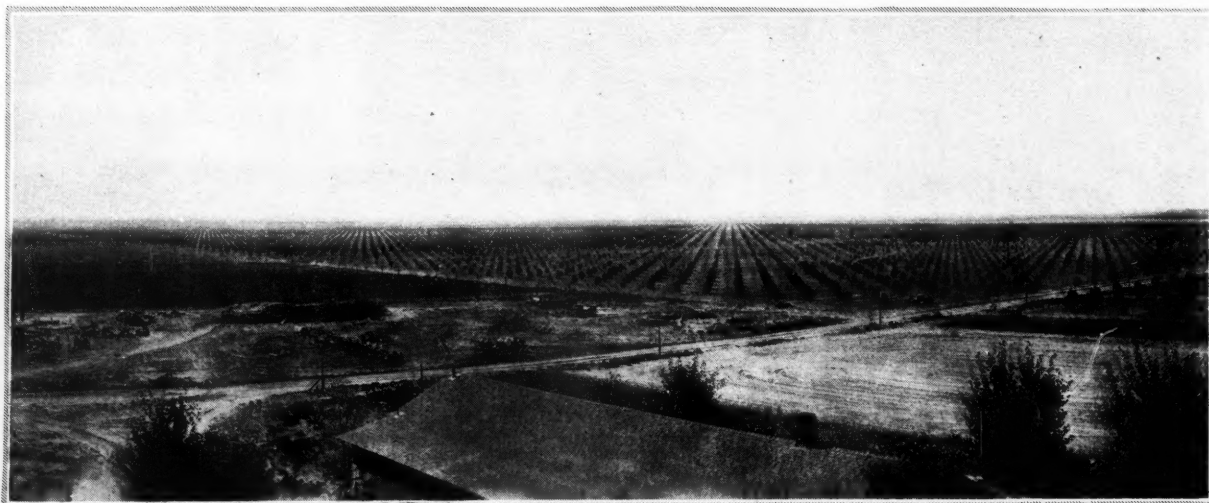
"Well, what of it? I think; let her spin; that lazy feeling is comfortable. . . . The air is so light and the controls so tightly frozen that we fall 2000 feet before I work out of the spin. I spiral down in great circles, slowly, so that there will be no ill effects on plane or pilot from the descent. My ears, though, ache from the growing pressure. Now the field is coming into sight. The job is nearly done. I circle a few times and then slip down through the gully into the field. The men who have helped me come to greet me. I climb out again after an hour and twenty-four minutes in the air."

### A New Deal For the Indian

A CREEK INDIAN was allotted a bit of land in 1902, in what was then Indian Territory. He was one of 120,000 members of various tribes for whom a well-meaning but hitherto neglectful Government was attempting to provide means of existence. The Territory afterward became part of the new state of Oklahoma, and when the great oil field was developed there it happened that this Indian's land made him a millionaire.

The Indians are wards of Uncle Sam, however, not less when rich than when poor; so that it fell to the lot of authorities at Washington to approve a lease of this man's land to an oil company and to accumulate the royalties for him above

## National and Foreign Affairs



World's Work

THE BEGINNING OF HERBERT HOOVER'S ACQUAINTANCE WITH THE FARM PROBLEM

and beyond his living expenses. By the time the royalties exceeded \$2,000,000 the old Indian had acquired a white wife, who not long afterward felt impelled to assert certain legal rights. Half a million dollars and more she collected, and since it was with the approval of the Indian Office, there ensued a hullabaloo.

It is such incidents that give the public the idea that all Indians are now rich, and that at the same time add to the difficulties of the Office of Indian Affairs.

The administration of Indian affairs, indeed, has become one of the most complicated and diversified functions of the federal government. This arises from the fact that the Government undertakes in behalf of the Indians almost all activities which for white citizens are performed by state, county, and municipal agencies. For its Indian wards the national government enters the fields of public-health administration; the furnishing of medical care and relief; the conduct of an entire school system from kindergarten through high school; the maintenance of activities designed to adjust adult Indians to the prevailing civilization, through training and direction in industrial pursuits, in home-making, and in community activities; the administration of property, and the maintenance of law and order.

The President's appointment of Charles J. Rhoads of Philadelphia as Chief of the Bureau of Indian Affairs has drawn attention not only to the work of the Government but to the present condition of the Indians themselves. It made the public sit up and take notice, for Mr. Rhoads was a partner in the famous banking house of Brown Brothers & Company and the first governor of the Federal Reserve Bank of Philadelphia. Bankers in big cities rarely become bureau chiefs at Washington. But he was

also president, and presumably the principal financial backer, of the Indian Rights Association, an organization whose reason for existence is clearly defined in its title.

There are 330,000 Indians now under the supervision of the bureau at Washington, half of them in Oklahoma and Arizona with the remainder scattered over twenty-four other states from New York to California. The Five Civilized Tribes of eastern Oklahoma (Cherokees, Choctaws, Creeks, Chickasaws, and Seminoles); the Navajos, Pueblos, Pimas, and Hopis of Arizona and New Mexico; the Chippewa of Minnesota, North Dakota, Wisconsin, and Michigan, the Sioux of the Dakotas and Montana—those are the principal tribes.

Some of them are rich because lands assigned to them have become valuable. In Oklahoma the Osage Indians own oil

land. In Oregon the Klamaths, in Washington the Quinaielts, and in Wisconsin the Menominees own timber land. But in California and Nevada there are landless Indians. A few thousand rich Indians are responsible for the prevalent idea that "the poor Indian" is a misnomer.

The Office of Indian Affairs has been subject to persistent criticism, resulting in inquiries by a Senate Committee and by an unofficial organization known as the Institute for Government Research. President Hoover determined to have a thorough house-cleaning and persuaded Mr. Rhoads to undertake the job. It is interesting to note that the new Commissioner—like the President himself—is a Quaker; and it has been pointed out that the Quaker William Penn was the only one of all the colonizers who treated the Indians so fairly as to avoid trouble.

### Herbert Hoover, Farmer

THE FIRST PRESIDENT of the United States was a planter. So is the thirty-first President," declares Freeman Tilden in *World's Work*. For President Hoover has his own personal farm problem, as well as a national one, with which to cope.

In Wasco, Kern County, southern California, "where every plot of ground large enough to raise a Belgian hare is called a ranch," Mr. Tilden found a simple gateway bearing the words, "Hoover Farm." Here were 1260 acres managed for President Hoover by Leslie W. Symmes, a Yankee and an agricultural engineer.

"Washington was not what we call a gentleman farmer," says Mr. Tilden. "Neither is Hoover. Gentlemen's farms are not expected to pay. They need support whenever the gentleman is farming



CHARLES JAMES RHOADS  
Appointed by President Hoover as Chief of  
the Bureau of Indian Affairs.

## National and Foreign Affairs



A PANORAMIC VIEW OF THE PRESIDENT'S FARM IN KERN COUNTY, CALIFORNIA

World's Work

and when he absents himself they need alimony." However, Mr. Hoover's farm has not yet paid. That Mr. Hoover has not coaxed a profit from his farming operations is due to a number of conditions which Mr. Tilden describes:

"The grain farmer, the hog raiser, the cattleman will understand and sympathize with President Hoover, planter, in the tribulations of these post-war years." When the soil was changed from desert to plantation, "probably it seemed logical to devote most of its acreage to grapes, peaches, apricots, and plums," because dried fruits and canned fruits had paid well, and so had table grapes.

"The result was that the planting of the 1260 acres included 220 acres of orchard, devoted to both canning and drying grapes, peaches, apricots, and plums; and 360 acres of grapes—mostly Muscats and Thompson Seedless for raisins." This layout is enough to give cold chills to anyone who knows the canned fruit and grape situation in California, according to Mr. Tilden. The deflation of farm prices and a tremendously overloaded market ruined the sale for these crops.

Mr. Tilden points out that while it may seem like a personal affair of the President whether he makes money or not, public interest in Mr. Hoover's farm is justified because his problems represent on a small scale those national ones which he has pledged himself to study. "In other words, is anything being done on Hoover Farm which shows the way for the farmer to help himself?"

The problem of an overstocked market is being met by cotton growing in Kern County, since the South is turning to grain, dairy products, and hogs. Onions and potatoes can be grown but not sold because of foreign and home competition. Mr. Tilden remarks, "not as an expert but merely as . . . an observer," that "any marked upward swing of the tariff

would have the opposite effect if retaliatory tactics followed on the part of foreign countries of making it more difficult to export the dried and canned fruits, which account for so large a part of the Hoover Farm total acreage."

Without benefit of law, nevertheless, the Hoover Farm under Mr. Symmes has not done so badly as some others, due to a policy of quality packing and intelligent marketing. After ascertaining by telephone the exact amount of grapes the Los Angeles market wants, for example, they are cut, graded, and packed on a truck which travels all night to be at the market first thing next morning.

As for big-acreage farming, in which Mr. Hoover's manager is a specialist, he told Mr. Tilden that "it depends upon management, the kind of crop, and the geographical situation of the farm. In some respects its size should give it an edge; but size operates heavily against it when the requisite factors just named are lacking."

At present Mr. Hoover's farm is faced with the problem of proper irrigation for cotton growing, but in the long run the problem of Hoover Farm, says Mr. Tilden, "is not essentially different from the problem of the lowliest farmer."

### A Frenchman Looks at Prohibition

THE AVERAGE FRENCHMAN, discussing prohibition in America, pretends to look incredulous, winks, and raises his glass. His wet American friend can do nothing but shake his head sadly, repeat the wink, and drink to its repeal. In a land famous for its wines and liqueurs, and the prudent temperance of most of its inhabitants, it is difficult to explain the Jones law.

M. Ernest Guy, former member of the High Commission from the French Republic to the United States, writing on "The Decline of Prohibition" in the *Mercure de France*, is inclined to accept President Hoover's statement that the Eighteenth Amendment is "an experiment, noble in motive," but he adds that a continuation of the experiment under present conditions would be unthinkable in France.

"The situation as it exists after ten years of the dry laws," he writes, "is difficult to conceive in a country like ours, committed to law enforcement and justice, where the constant violation of a fundamental law, written into the Constitution, would end by breaking down the social structure."

But from M. Guy's point of view, "a contradiction as flagrant as this between law and fact is not antipathetic to the American people. Their slightly vague idealism accommodates itself astonishingly well to the co-existence of alcohol and prohibition. Even before prohibition, they went together in such states as Maine, which were already Dry. Many voters favor prohibition, but each one thinks that it concerns his neighbor, particularly the workingman. . . ."

"It is necessary also to consider an important psychological factor: the state of things developed by prohibition does not displease the sporting instincts of the American people. The newspapers are full of amusing stories, of running sea fights, of gun-shots when landings are made, of battles between smugglers and pirates; for the dry laws, at the same time they created the smuggler, had the unexpected effect of reviving the pirate, the out-and-out bandit who steals from the smugglers' boats."

After recounting a number of incidents of violations of the law, quoting figures on deaths from alcoholism, dis-

## National and Foreign Affairs

cussing the Durant prize, and the general political situation with regard to prohibition, M. Guy says:

"The idea of an absolute prohibition, even if justified in its intention, will always be broken down by contact with reality. It cannot be applied—which is certainly a great weakness in any reform. This, to my mind, is the strongest argument of the Wets, after ten years of remarkable and ridiculous failure. It is no doubt a noble ideal to envisage the suppression of sin, but it is impracticable."

### Mussolini: Emperor of the Latins?

**B**ELIEF THAT Premier Mussolini of Italy may one day make himself emperor of the Latin nations is expressed in the June *Harpers* by Hiram Motherwell, former newspaper correspondent in Rome. Mr. Motherwell undertakes to show that what seems at first fantastic is not only possible, but plausible.

In the first place, there are the relations between Mussolini and his king. In 1922, Victor Emmanuel called him to power, not as dictator, but merely as premier, rather than risk the civil war which seemed to threaten. For the House of Savoy has a traditional rule "that conflicting forces within the nation be permitted to work themselves into an equilibrium with a minimum of bloodshed."

Instead of becoming merely one more in the quickly-changing series of premiers, Mussolini has gradually brought Italy into the hollow of his hand. Though at times, as when the murder of Matteotti



From *Le Rire*, Paris

#### THE NEW ITALIAN CANTATA

Mussolini, overshadowing the King of Italy, is leading the Chamber of Deputies in singing a constant "Yes." After six years of effort, all opposition has been silenced.

shook the foundations of Fascism, the King might have forced the issue, his policy of avoiding bloodshed led him to keep his aggressive premier. Mussolini, meanwhile, has gone on from strength to strength, literally making Italy over into a Fascist organism. And the King today finds himself "an impotent and discredited figure" who can "keep his position only by signing obediently the decrees which his premier sends him."

It has gone so far, Mr. Motherwell declares, that within three months, given an overt quarrel between crown and government and a well-managed publicity campaign, Mussolini could force Victor Emmanuel to abdicate in favor of the pro-Fascist Duke of Aosta; and that within a year he could, through a quarrel of the two branches of the royal family, estab-

lish a republic and then, in another year, have himself elected king, as Louis Napoleon had himself elected emperor.

The reader may wonder why Mussolini bothers to keep the king at all. Mr. Motherwell replies, "Clearly, Mussolini is carefully preserving the crown for some ulterior purpose." And when one asks what this might be, he answers, "Well, for one thing, to become emperor." He quotes Mussolini's Trieste speech of February, 1921:

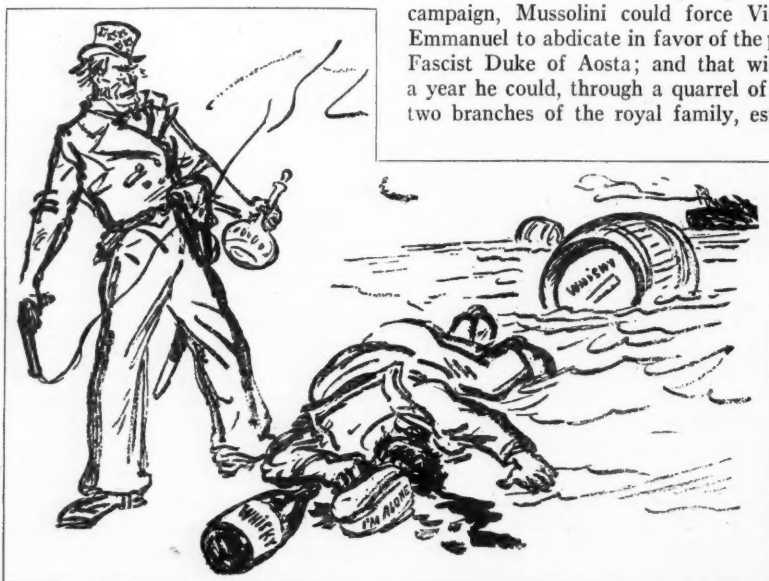
"The Mediterranean is destined to return to us. Rome is destined to become once more the city which directs the civilization of the whole of Western Europe. Let us raise the banner of the Empire, of our Imperialism."

Empire does not mean direct territorial domination, explains Mr. Motherwell, but might be defined as influence outside nationalistic boundaries. The Roman Empire of Augustus "was not a centralized dominion, but rather a league of nations, so completely related to the central city that one's brain becomes dazed in merely reading about them."

There are two ways in which Empire might be achieved—by a war with France, or peacefully by organization of Latin nations.

As for the peaceful means, what Italy could never do alone, France and Italy together could do easily—that is, organize the entire Mediterranean world. With Spain and the "Latin" kingdom of Rumania, they would form a Pan-Latin league, with a common foreign policy. Moreover, once you have a common foreign policy, "you have potential empire. And once you have an acknowl-

*Continued on page 86*



From *Le Rire*, Paris

#### FRENCH CRITICISM OF THE "I'M ALONE" SINKING

"This Uncle Sam is becoming pretty bad," remarks the cartoonist, who shows him with water bottle in one hand and revolver in the other. "Now that he has had his water to drink, it's gone to his head."

# "WE'RE ALL IN THE NAVY NOW!"

By DONALD WILHELM

Author of "When the Gold Comes Sailing Home," "What Makes the Wheels Go Round,"  
"The Story of Rubber," "The Story of Steel," etc.

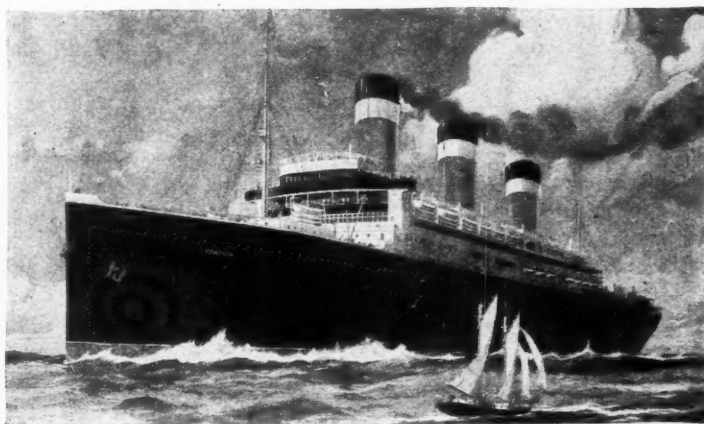
**A** COCKLE-SHELL of a sailing ship of less than one hundred tons burden—the like of which might easily be stowed away on the quarter deck of the 59,956-ton *Leviathan*—put out from New York Harbor one day in February, 1784, to put the United States on the map and to conquer the economic world. She was called the *Empress of China*, a big name for so little

a boat. She was financed by Robert Morris, of Philadelphia, "the financier of the Revolution." She carried the most beautiful flag and no navigation charts to speak of, yet she set out to round the Cape of Good Hope, to introduce our flag to the Orient, to enter into competition with the great powers of Europe. Made in America, manned by a dozen Americans, flying the new American flag, she had a cargo of American merchandise, not of manufactured products but of ginseng, a now important herb gathered in the Hudson River Valley by American Indians—a product to which, oral tradition had it, the Chinese attached almost magical therapeutic and other powers.

Also she carried, as supercargo, Major Samuel Shaw, a citizen of Boston, a young, ambitious, impoverished—and typical—officer of the Revolution.

He was typical, though he belonged to one of Boston's best families, because he was ambitious, impoverished, restless, "money-hungry"—like all of the Colonists.

No doubt he understood because he felt so keenly their plight. Here they were, scattered along our Eastern seaboard, not half so many people as now compose the City of New York, independent politically, yes; economically isolated, too, therefore poor. For the most part theirs was a niggardly soil; the best lands having been taken, some of the sen-



*The Leviathan is the largest, most famous, most popular, and one of the most luxurious and fastest "monster" ships afloat. Also a record breaker in that she carried 14,800 passengers—doughboys—on one trip. In picture below is a glimpse of one part of her main dining room.*

tinel or original States—for instance, Connecticut—were losing out numerically, were at ebb tide. They had forests; but no market for timber. They had home industries but no factories, no outlet for goods. They had no means of transporting goods save the muscle power of man and beast; no ships "to take gold from the sea"; no roads; no means of quick communication; no security; no luxuries. Typically they barely existed, in the uncertain light, as it were, of the guttering tallow dips that each family shaped in candle molds. And surely Major Shaw—even more vividly than we can do because he and all other typical Americans were



ambitious and hungry for the things that make men proud—saw that *only economic power combined with ample transportation is invincible.*

So he went down to the sea, as many an ambitious and restless young American is yet destined to do, and shipped as supercargo on the *Empress of China*, bound for Canton, China. By and by that little vessel returned safely

to New York Harbor, on May 10, 1785, and then Major Shaw reported to the Continental Congress that it had made a profit of \$30,000, one fourth of ship and all other costs; that French, British and other ships and nationals in the Orient were surprised but courteous at the advent of the first American ship on their treasure ground.

So Congress forthwith formally thanked Major Shaw and made him our consul, without pay, at Canton, China!

So, too, at once fifteen New York merchants, including John Vanderbilt, got together one day, pooled some thousands of dollars, staked the *Experiment*, of eighty-four tons, manned by six men and two boys, and sent her to the Far East. And in due course she returned, thanks to good seamanship and good trading, to report a profit of forty per cent. in silks and tea.

These were the beginnings. Soon "every little village on every little creek with a sloop that could hold five Yankees, was planning to embark on the Far Eastern trade." And so came the day, not merely of sloops but of clipper ships and of traditions cherished by us all.

And why?

Essentially because *our clipper ships swiftly enlarged the individual and collective area of operations of the Colonists*—as improved transportation always does.

They established our consular service.

They extended our trade borders in all directions and, at least in the economic sense, discovered our Northwest. "For a long time," say Marjorie and Sydney Greenbie in "Gold of Ophir," my precious source book here, "the Northwest seemed to the Americans rather a part of the Oriental than of the Occidental world. For it was separated from Canton only by a navigable sea; but from Boston and Salem by a most unnavigable continent. The ship that beat its way through the tumult around Cape Horn, and found itself running before the trade winds, sometimes without altering sail for weeks at a time, with hardly a task for the sailor all day long, felt that it had leaped chaos, and landed safe in a quite different world. The earlier ships from Boston seldom stopped until they had anchored under the great spruce-covered bluffs of Canada."

So it was *not* the covered wagon that won the great Northwest—it was the clipper ship, instead. But for it, history indicates, our Pacific Coast might be part of Canada and the Monroe Doctrine might not have been enunciated, as it was in part, to block southwest Russian aggressions from Alaska.

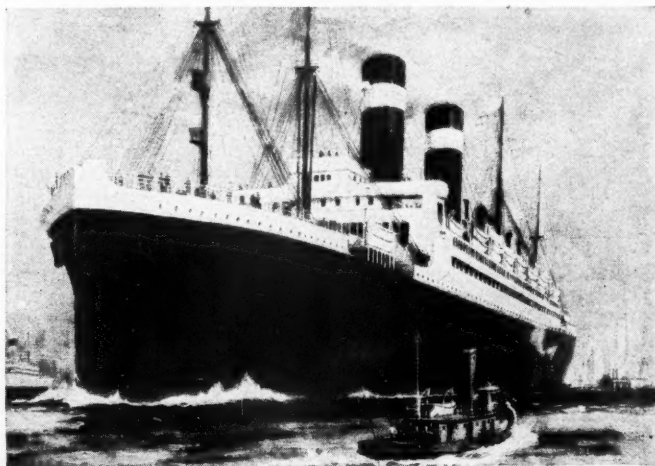
Also our clipper ships established, more than any other one factor, our New England industries—our first industries.

They capitalized our Colonists, made our first millionaires, built in spare little New England and other towns those lovely old homes all of us covet and packed them with luxuries—furniture from England and France, early Americana, silks for curtains and dresses plus money and manners.

And, to go no further, not only at home and abroad did they win many a diplomatic victory but when Great Britain drew the issue, they, and the maritime skill they had developed, won the War of 1812.

A century rolled round. Our "sea years," in which our merchant ma-

rine dominated the trade of all the oceans, came. And then came the long period in which more and more we turned to exploration and development of our own country, building new trails, roads and railroads, building bridges, building canals; opening up our prairie country, ravaging our forests, taking all manner of treasure from the lap of Nature, gesturing to all manner of Europeans to come and get their share while, one by one and two by two, we added new stars to our flag. The Mexican War came, meanwhile, in 1846; the Civil War, in 1861; the



The 23,788-ton George Washington, another celebrated "U. S." liner of long-established popularity among Continentals and Americans. One of the fastest cabin ships. Used on trans-Atlantic voyages of King and Queen of the Belgians, and President and Mrs. Wilson.

War with Spain, in 1898—we have from the beginning had a war in every generation—and the World War, in 1917.

When the World War came we were still in our formative years—indeed we still are and always will be unless we stand still or go backward. Our agriculture and industries were established. Yet periodic intervals of depression and unemployment and, as compared with today, low wages, were the rule—in part because we had virtually no ocean-going vessels, made in America, manned by Americans, flying the American flag and carrying surplus American merchandise over the world. There were barriers, accordingly, that we could not surmount. For instance, though we had some trade via American merchant vessels with the west coast of South America, we had all too little with the eastern coast, largely because our merchandise consigned thereto had in the main to be carried to European ports and then to South America—an al-

most prohibitive journey requiring twenty-eight days or so instead of the present fourteen—in foreign vessels that in turn plied between South American ports and our own. Likewise we had virtually no ships carrying passengers and cargo in trans-Atlantic lanes. Therefore, when we entered the World War—but everyone knows that story of how, in desperately striving to build almost over night a merchant marine that enemy submarines could not pull down, we spent more than *three billion dollars!*

Everyone knows that story but all too few of us know the tremendously important aftermath of that huge endeavor.

So, the other day, T. V. O'Connor, Chairman of the United States Shipping Board, brought our story down to date.

"It will be enough to say," he remarked, "that the war left us in possession of something like 2,300 ocean-going vessels, a few of them seized from the enemy, but most of them built under stress of war conditions, for war purposes. . . . Many of the vessels, including most

of those seized from the enemy, were fine modern steamships, valuable not only for transporting troops and supplies in time of war, but valuable also as potential peace-time carriers of our growing foreign commerce. Congress therefore decided that, instead of disposing of this portion of our war-time fleet, it would be far better to use it in an attempt to establish a permanent merchant marine—the one part of our economic structure that had been sadly neglected for many years prior to the war."

#### WHY HAVE AN AMERICAN MERCHANT MARINE?

ANSWERS to this question have concisely been suggested here by the experience of our Colonists and by our own experience during the World War.

In time of peace the Colonists built an empire, incidentally winning a war at a time when Great Britain was very much engaged on the Continent, mainly because the

total of American shipping built from 1789 to 1807 was, says the historian Adams, "without parallel in the history of the commercial world."

In a time of war, in the two years following April 6, 1917, we built a total of American shipping that again broke all records, in fact made the total built from 1789 to 1807 seem like nothing at all. Nevertheless we had almost wholly to rely on seized and Allied vessels to transport war supplies and 2,000,000 men in the A.E.F. across the Atlantic.

We realized, then, that ships can't be built in a day, that an ocean-going ship, a liner for instance, is of all creations of man the most impressive and slowest in the building, being a means of transportation and power plant, a cargo carrier, a hotel with no merely overnight guests, a restaurant, postoffice, telegraph office and withal, a kind of community center.

We realized that such ships are a vital auxiliary of any adequate United States Navy.

We realized also that though war has taken to wings, there is no substitute for ships; that though oceans are very wide and very deep, it is silly to dream

of isolation when the markets that prosper many of our industries are beyond such oceans and when, to quote William Redfield, former Secretary of Commerce, "No man in America lives through a day without calling"—many, many times—"upon every continent in this round globe for help." To which, later, Secretary Hoover added that "no single nation can disassociate its prosperity from the prosperity and good-will of all of them."

Moreover we had evolved a unique scheme called mass production geared up to produce almost unlimited quantities of commodities that, like dollars, were needed and were negotiable all over the world. And also we had evolved unique methods of merchandising such commodities in the mass, with a Department of Commerce giving unprecedented and unsurpassed assistance to our business men everywhere. Two million doughboys, on a long sojourn in

Europe, had introduced and created local demand for many such commodities, not excepting American dollars, of which Dr. Julius Klein, Assistant Secretary of Commerce, estimates in "Frontiers of Trade," four billions have been invested in Europe. And the annual successors of our doughboys—our half million of trans-Atlantic tourists, with more every passing year—filled out the picture.

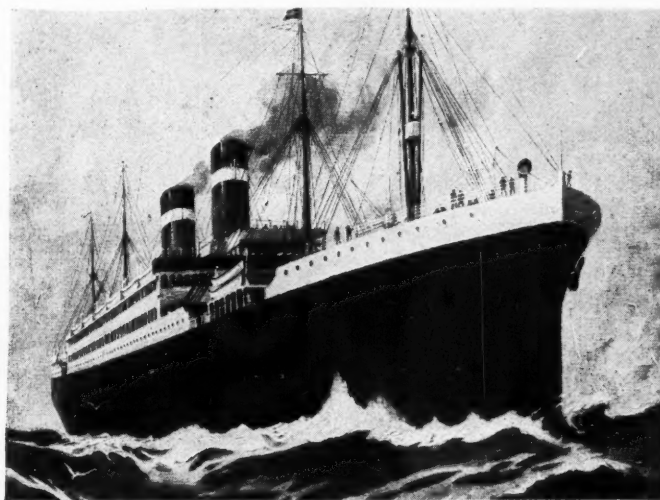
It is no wonder, thus, that all of us came to see that as well might the owner of a great department store expect his goods to be handled sat-

tonnage was a glut on the market?

Its answer was the Merchant Marine Act of 1920—the *Magna Carta* of our Merchant Marine—approved by President Wilson, and, after the Shipping Board had successfully established and operated thirty-eight steamship lines; the Merchant Marine Act of 1928—the National Defense Act it might better be called—approved by President Coolidge.

Section I of the first act—which section is reaffirmed by Section I of the second—states our Government's view in the following very explicit words:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it is necessary for the national defense and the proper growth of its foreign and domestic commerce that the United States shall have a merchant marine of the best equipped and most suitable type of vessels sufficient to carry the greater portion of its commerce and serve as a naval and military auxiliary in time of war or national emergency, ultimately to be owned and operated privately by citizens of the



The 21,144-ton America, widely famed for seaworthiness, brought out Allied troops from Vladivostok during war and, under Captain George Fried and First Officer Harry Manning, saved the crew of the Italian freighter, Florida. On all "U. S." liners the seamanship, like the food, is unexcelled, and, clearly, such traditions count!

isfactorily by a competitor as for the United States to expect its goods to be handled satisfactorily by the merchant marine of other nations.

We pondered these ideas. We remembered that Spain and Portugal prospered while their merchant marines prospered, languished when they died.

And meanwhile, in Washington, at a time when the tide was running swift against governmental expansion, our Government was faced with the questions:

Should it *sell out*, at salvage rates, and *get out*, and forget its direct interest in and ownership of the ocean-going fleet we had acquired?

Or,

Should it "get in deeper," invest huge additional sums in shipping, do the costly pioneer work implied by organizing lines, adding new ships to those lines, and so be in position to sell established steamship lines, not merely tonnage, at a time when

United States; . . ."

And then this:

"... and that it is hereby declared to be the policy of the United States to do whatever may be necessary to develop and encourage the maintenance of such a merchant marine . . ."

In witness whereof, as lawyers say, the first Act in one of its many sections provides to successful American bidders extremely generous terms of purchase of Shipping Board vessels, with low interest and payments deferrable not more than fifteen years.

And the second Act—"The National Defense Act of 1928"—in part provides:

A large revolving loan construction fund from which new ships can be built and repairs can be made by American operators, with low interest and payments deferrable not more than twenty years.

Also, a new basis of long-term in-

stead of yearly mail contracts for vessels practicable as naval auxiliaries, with a new and much more favorable scale of compensation based primarily on speed up to twenty-four knots, with additional compensation, in the discretion of the Postmaster General, for greater speed and for ship-to-shore airplane mail service.

And, to boot, our Government provides, in this "National Defense Act of 1928," insurance on vessels under construction or in use, up to the amount of Federal interest in them; Federal compensation to Navy officers on the active list who volunteer for service on mail ships; use by Federal employes of them; and American crews.

#### OUR NEW AND PERMANENT BRIDGE OF SHIPS

THE largest in size, the most important in popular and military interest—therefore the best for purposes of illustration—of all the score of steamship lines that our Government has established, built up and finally transferred to private operation, is known everywhere as the United States Lines. The nucleus of our new merchant marine and a permanent "Bridge of Ships," it now includes the American Merchant Line, the fastest of all freight lines between New York and London—indeed the fastest passenger line between these ports.

The flagship of the United States Lines is the *Leviathan*, the most famous of all ships. Her sister ships are the *George Washington*, the *Republic*, the *America*, the *President Roosevelt*, and the *President Harding*. And the American Merchant fleet includes the *American Banker*, the *American Farmer*, the *American Merchant*, the *American Shipper*, and the *American Trader*. Add, to boot, that the contract of sale by which our Government sold these vessels to Paul W. Chapman of Chicago provides for the building of two additional liners costing together approximately \$50,000,000, which are planned to be the largest, fastest, and most luxurious "monster" ships afloat.

Moreover, in accordance with the

"National Defense Act of 1928," our Government provides from a revolving construction loan fund three fourths of the construction cost of these new ships, payable over twenty years with interest semi-annually at about three per cent.

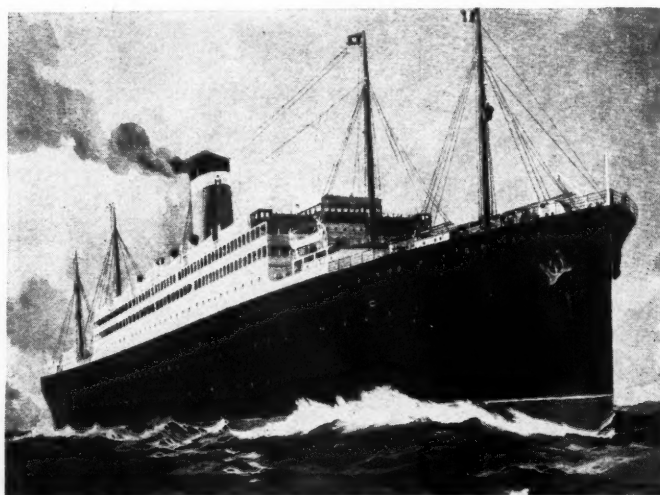
The terms obviously are generous. But adequate transportation is cheap at any price—a lesson that it took us a century to learn in terms of ships although every one of us applies it without stint on land.

Add that the five vessels of the American Merchant Line are new.

Add, to boot, that more than

and for three consecutive years the *Leviathan* has carried more passengers than any monster ship afloat. Physically they are in absolute ship-shape. And no less important is the fact that the Shipping Board has built up a good name for these lines that, in my judgment, is not equalled by any other.

"The paramount purpose of the Shipping Board has from the start been to build up these lines in every way so they could go it alone. That is why it added to the original fleet. That is why it undertook in extensively altering and modernizing the *Leviathan*, the biggest job of the kind in maritime history. In other words our Government spent enough to adapt the fleet to the requirements of trans-Atlantic competition between New York, Channel ports, and Bremen. Only a farsighted Government, I may say a determined Government, would do that. And only farsighted leaders in Congress like Senator Wesley L. Jones would have gone further and assured, in the Merchant Marine Act of 1928, provisions of law that are decidedly heartening, notably the



Another popular ship, the 17,910-ton *Republic*, rechristened at the time the Irish Republic was born. She has seven decks devoted to cabin passengers, nearly all outside rooms, and is celebrated for steadiness.

\$22,000,000 has been spent since the war in extensively remodeling and putting in "absolute ship-shape" the *Leviathan* and the other vessels of the fleet.

Add, finally, that these vessels are the carriers of what business men call "a going concern."

Joseph E. Sheedy, former Vice President of the Emergency Fleet Corporation, a maritime expert of wide experience and now Executive Vice President of United States Lines, Inc., said:

"To take the larger view and indicate that we are advantageously situated, thanks to the foresight of the Shipping Board, let me say that it isn't as if these lines were new or that their carriers had to be hauled out of an anchorage, conditioned, manned and put to work. They are established, have been at work, are a going concern. In 1928, as a matter of fact, they carried more passengers to the sailing than any ships of their class in trans-Atlantic service

new provisions for transportation of the mails, to which all of our vessels qualify. And, by the way, the Act requires everyone in the Federal service to use wherever possible the ships of our merchant marine for transportation of themselves, families and personal effects. It would seem that our Government would be pleased if all other Americans did likewise, wouldn't you think so? After all, that's what these lines are for, isn't it—to serve the people of the United States!"

Then he went on:

"Our Government has deliberately had in view many ways to build up good will. Thus it has established and maintained offices at many strategic points here and in Europe, on a scale that no new private organization could afford, mainly with the idea of building up good will by serving travelers and shippers. We have now more than 4,000 agents and that these men, all but a few of whom work on

commission, are up on their toes is manifested by the business, against stiff competition, that we are getting. Moreover, the same good spirit holds in our freight department, headed by George H. Wells, which offers many cargo advantages to American importers and exporters."

These range from express freight on the *Leviathan* and larger cargo space on the other liners, to the unequalled freight service provided weekly, both ways, by the five vessels of the American Merchant Line. These modern vessels are equipped with highly efficient cargo handling gear and with up-to-date refrigerating facilities, each one having 40,000 cubic feet of refrigerator space divided into nine chambers. They are fast boats, leaving Pier 7, North River (Hudson River) at the foot of Rector Street—within the zone to which all railroads lighter free all through carload lots and within the advantageous downtown New York City trucking zone—on Thursday, and docking on Monday at the Royal Albert Pier in London. Thus they serve the world's two largest cities with high-rate perishable cargoes such as citrus and other fruits from Florida and California, meats, poultry, eggs, fish, and a large range of other refrigerated products of our own and other production. In addition to such products in steadily increasing demand as standards of living improve, these vessels also carry the usual varied trans-Atlantic cargo and provide the only direct weekly service between New York and London.

Concluding Mr. Sheedy said: "Trans-Atlantic traffic is steadily increasing. Our foreign trade aggregates well over ten billions of dollars—a big share of our National wealth—and as a result we are rapidly becoming trade conscious. And when, in 1928, our lines did a gross business of approximately \$20,000,000, are now well out of the pioneer-stage, are going under private management at the very beginning of the busy season, and when we know that we can count upon the continued support of both our business and traveling public, we feel that we ought to make good."

Still there remained two important points that Mr. Sheedy did not discuss:

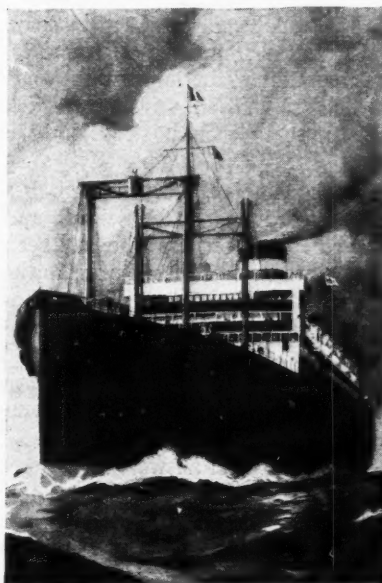
First: *More than seventy per cent. of all trans-Atlantic travelers are*

*Americans; yet less than eight per cent. of the total travel on American ships.*

Second: Government operation.

#### GOVERNMENTAL VS. PRIVATE OPERATION

WITHOUT question there are handicaps inherent in direct operation of any commercial enterprise by our Government or by any government under the sun. In fact the laws above referred to as the "Magna Carta of our Merchant Marine" and "The National Defense Act of 1928," express that view clearly while establishing, for pur-



*The 13,680-ton S. S. President Roosevelt, twin of the President Harding; new in years with traditions well established. With her, Captain Fried rescued the crew of the British freighter Antiope. These are the fastest twin-screw liners on the Atlantic.*

poses of economic and military security, a working partnership with private business the like of which we have never seen in all the peacetime history of the United States.

One handicap consists of the typical attitude shared by the typical American toward government operation—in nine instances of ten he is against it, prefers to deal with individuals or corporations, is eager to go on record accordingly. As a matter of fact not a few shippers and a great many passengers—while cheerfully admitting that they had heard no complaint whatever about "U. S." service and were well aware that the Shipping Board has systematically settled all freight claims generously if not as promptly as any competitor—have signified their in-

tention to use the United States Lines for the first time because they are now under private management.

That feeling on the part of nearly all Americans clearly reflects in no way whatever on the Shipping Board. To the contrary it is a state of mind that in Americans is chronic—and a state of mind is the realest thing in this world!

This state of mind has been encouraged by traditions and by many other considerations.

For instance:

We all have good grounds for believing that American business men have what they call the know-how of management because American corporations have won for us a reputation everywhere for genius in organizing and managing large enterprises.

We all know, too, that genius is of all things adaptive, that it must respond quickly, freely and conclusively to the changing scene, whereas Congress, while serving as a kind of board of directors, must express itself in the slow method of making laws and a Federal agency can function only in the light of those laws.

In the nature of things, our Government cannot put premium on organizing genius, in the form of salaries, such as our corporations pay.

Nor can our Government frankly subscribe to what may be called "dollar diplomacy." And that, without question, is an important factor everywhere in business, since business men are clannish, believing that if they do not hang together they may, in the economic sense, hang separately! Thus everyone knows that directly affecting the density and prosperity of every successful business there operates a sense of mutuality between it and everyone who deals with it. Surely everyone knows that if, for instance, you buy red apples from a grocer, he will incline to buy green onions from you; and that if a great steel company sells thousands of tons of steel to a great railroad, it also goes out of its way to ship via that railroad. What is more logical and reasonable, therefore, than that our industries, on the sheer grounds of dollar diplomacy, should favor, as all other nationals do, their own merchant marine with ships—there are forty arranged for under the provisions of the "National Defense Act of 1928"—building in American shipyards—

ships, notably liners, that require the products and services of absolutely every industry and every trade in the United States!

There are a thousand other contrasts between governmental and private operation of any commercial enterprise on the accounting side, purchasing side, and so on. After living and working in Washington for a dozen years, writing for magazines the stuff of at least two books about such subjects plus not a few additional years working among our industries, I could cite a thousand. But nearly all would go back to a fundamental difference of purpose. In other words, basically our government is mainly concerned with the security and social welfare of its people, and business is mainly concerned with its balance sheets. One is organized mainly to spend money intelligently; the other to make money, honestly!

Therefore, we have here a history-making combination, or at any rate, working partnership, new in kind in America—one that would have been impossible before the World War and inconceivable a quarter-century ago.

To which Commissioner O'Connor adds: "Let me assure you that the Shipping Board never for a moment proposed to have the Government get out of the shipping business until there was a certainty that responsible American citizens could be induced to go into the shipping business. The scale of the *Leviathan* and of her sister ships in the United States Lines and American Merchant Lines, furnishes the outstanding example of the splendid way in which private American capital, realizing the possibilities that now lie in American steamship investments, is taking over the Government's remaining ships and ship-lines for private operation."

And this, too, after the Shipping Board had insisted that the United States Lines constitute a project too vital for one man and his own funds alone; that the corporation, which is eternal and can profit strategically by having its ownership widely distributed

in some plan such as customer ownership, is the proper instrumentality for such a responsibility.

Moreover, Mr. Chapman assured me that, great as his interest in our merchant marine and other transportation and public utilities has long been, it would have been impossible for him to look with favor upon taking over any steamship line except as an enterprise capable of earning dividends, and that, clearly, the only way United States Lines, Inc., can pay dividends is to furnish passengers and shippers service that is in no respect excelled by any competing line.

"Yet it is inevitable, I suppose," he went on, "that there will be some folk who misinterpret our motives, though motives are dangerous things to judge. That, however, is a risk one must take in a situation like this."

It was this risk, oddly enough, that I had heard Charles M. Schwab and other business leaders who had been drafted to do their bit, express in the early days of the war. So I countered, "How in the world could an enterprise such as this be organized to best advantage except in the form of a kind of public service corporation?"

Mr. Chapman answered: "I don't know how."

Then he added: "I shouldn't want you to get the wrong impression. To be sure, we have had some criticism. But for every criticism, we have seen a hundred communications manifesting the universal interest and desire to cooperate of the American people. These communications have come to the Shipping Board and to us from all manner of folk all over the country, and from Americans abroad. I

like to think that this wide interest will, for every good reason, continue to be shown by travelers and shippers. Because it was Abraham Lincoln, I think, who said that in America public support is everything; that with it one cannot fail and without it one cannot succeed."

I went my way, then, remembering that American aviation, like American railroads and American automobile transportation, did not prosper until men of means and of wide financial and administrative experience "took hold."

A few more wayside points:

We often hear it said that the main reason we had no merchant marine before the World War lay in the fact that the Seamen's Act governing working conditions of American crews put a prohibitive burden upon ship operators. Analysis shows, however, that wages *in toto* constitute only twelve per cent. of the total cost of operating United States Lines, Inc. Moreover, though there is a goodly differential between our wage scales and those on British ships, it is much less than the differential between British and Japanese ships.

Sometimes an item larger than wages is interest, here exceptionally low.

Incidentally, a factor operating to the advantage of United States Lines, Inc., is that Mr. Chapman, among his many other extensive interests, controls the Hoboken Railroad, a rail-to-ship shore line with fourteen miles of tracks interconnecting seven trunk lines and the Hoboken piers.

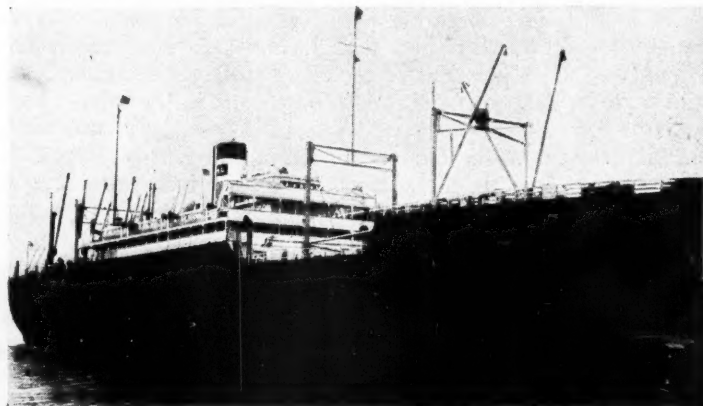
For the rest:

Let's go back to the days of the clipper ships, come down through the last century and agree, that only

*economic power combined with ample transportation is invincible.*

We started with that idea and nowadays every American except one or two owns an automobile and a lot of folk take 'em along as baggage when they go "the U. S. way" to Europe.

Still this is only the beginning of our story. But only the years to come can complete it!

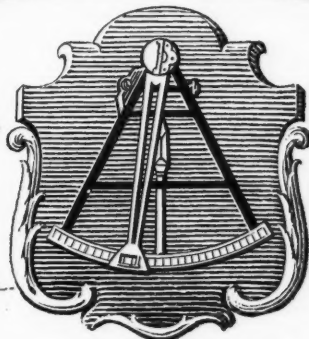


Under red, white and blue or "U. S." funnels the five vessels of the American Merchant Line furnish the fastest direct freight and passenger service between New York and London. Each carries approximately 85 "one-class" passengers at minimum all-year rate of \$100; \$125 with private bath.

(Fourth of a series  
outlining the essentials  
of a sound investment  
policy)

BONDS TO FIT THE INVESTOR

Government  
Municipal  
Farm Loan



Public Utility  
Real Estate  
Industrial

## Check up Your Investment Position at Regular Intervals

THE mariner who sets sail in a seaworthy craft, knowing where he is going and with reliable charts to guide him, nevertheless makes a periodic check-up of his position to make sure he keeps to his course. The investor, however sound his present holdings and his investment plan, likewise needs to analyze his position periodically.

Circumstances and needs change from year to year. Age, dependents, and income vary—and all have a bearing on the way a man's money should be invested.

Outside the individual's sphere of activity, changes are constantly occurring which affect him. Business conditions fluctuate. Interest rates rise and fall. New enterprises, new inventions develop and cause a change in living standards—a shifting of positions in industry. Accordingly, changes in investment holdings may be advisable—even necessary.

It may be months, perhaps years, before revision is advisable in any particular case. The important thing to be assured of is that holdings are reviewed regularly to determine if change is needed. The frequency of the review depends upon the investor's present holdings, the state of the business or industry on which they are dependent. For most investors, once a year is considered reasonable.

Such a review is not difficult for the investor. He need only utilize the services of a competent investment house. It should be experienced and unbiased. It should have a broad knowledge of general conditions and a specific knowledge of the investor's holdings and circumstances. By selecting a reliable investment house, and giving it your confidence, you make it simple to properly supervise your investments.

**T**his subject—along with other basic principles to guide investors—is more fully discussed in our booklet, "Essentials of a Sound Investment Policy." Write for booklet RR-69

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## National and Foreign Affairs

*Continued from page 78*

edged director of a common foreign policy you have a potential emperor." Mr. Motherwell concludes:

"And later, after years of such supreme power had accustomed the world to regard the blacksmith's son as master of the Latin federation, when his authority over the entire Mediterranean domain had been tested and confirmed, he might some evening sign his name to a piece of paper. And the next morning we should wake to read in the headlines, 'Benito, Emperor of the Latins, decrees . . .'"

### The Republican Party's Diamond Jubilee

ASK THE FIRST MAN you meet when and where the Republican party was born and the chances are that he will tell you it wasn't born but "just grewed." In Fond du Lac County, Wisconsin, however, you might get a different answer. There they would say that the time was in March, 1854, and the place a little wooden schoolhouse in what is now the small city of Ripon, named for the English cathedral town and known as the seat of Ripon College.

That is why Ripon is this year observing the party's seventy-fifth anniversary, entertaining the Governor of Wisconsin, and Secretary James Good of the Cabinet as a representative of the national administration, while President Hoover is honorary chairman of the celebration. On June 8 Secretary Good will deliver an address, and a pageant will be presented.

Why should the plain prairie schoolhouse be for a moment a focal point of interest? What was done or said within its walls to justify a fame extending beyond state boundaries? Whether it was the actual birthplace of a national party may be a matter of opinion, depending on the meaning of the word "birthplace," but in a broader view the meeting of Whigs,

Free Soilers, and Democrats held in the Ripon schoolhouse on March 20, 1854, bore a very definite relation to the origin of the great party soon to take the name and adopt the principles advocated by that small gathering of voters.

On that March night, in a room lighted by tallow candles, fifty men declared that they would cut loose from existing party organizations, that they would unite in opposing the extension of slavery to free territory, and that they preferred thenceforth to be known as Republicans. They were expressing themselves on national, not local issues. Having made these resolves, those pioneer Republicans blew out the tallow "dips" and went home.

That was what happened in the schoolhouse. The man who had most to do with bringing the action about was Alvan Earle Bovay, a Whig lawyer and an old friend and political adjutant of Horace Greeley in New York. After the disastrous campaign of 1852, Bovay was convinced that the Whig party was doomed. He believed that a new party on the slavery issue was inevitable—and he had a name for such a party. In a long correspondence with Greeley he argued for the name "Republican." In the end he won his point, but not until after the Ripon meeting.

Meanwhile, the passage of the Kansas-Nebraska bill, repealing the Missouri Compromise, roused the entire North, and meetings like the one at Ripon were held in scores of places.

Greeley, having at last come out in the *Tribune* for the new party, advised Michigan friends that since

Wisconsin had decided on Republican as the name of the child they would do well to join the procession. A Michigan mass-meeting was held at Jackson on July 6, and so that state secured the honor of holding the first state Republican convention. A celebration of the event is to be held at Jackson in July.

In the fall of 1854 Republican tickets were voted on in several states besides Wisconsin and Michigan. Throughout 1855 the organization spread in the Northern states and by February, 1856, the time was ripe for the national gathering at Pittsburgh—preliminary to the Philadelphia convention that nominated Frémont for President.

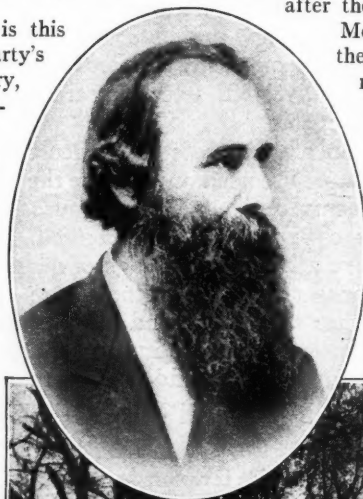
### Tammany After the Election

IN THE PRESIDENTIAL CAMPAIGN of last year the country heard much and read much about a new Tammany. Respectability had become discernible as far back as 1924, when Supreme Court Justice George W. Olvany was chosen as leader, succeeding the saloon-keeper Murphy; the appellation of "leader" supplanted that of "boss"; and the patriotic, benevolent, and social—but never political!—Society of Tammany moved from lowly Fourteenth Street to a site facing Union Square.

But something has happened within the inner sanctum. Discord and strife are rampant. The two most-favored sons of the organization—Smith, its presidential candidate, and Walker, its Mayor—are understood to be in harmony on only one point: that there is a place in the sun for but one of them. On March 15 Mr. Olvany resigned without warning, "because of ill health," on the

eve of a mayoralty campaign. The district leaders thereupon decided that one of their own number should be supreme, and on April 23 they chose John F. Curry—not without protracted and acrimonious discussion. A single vote cast the other way, in fact, and another man would now be leader. Their choice is looked upon as a defeat for Smith and a victory for Walker.

Since Tammany was widely introduced to the country less than a year ago, we



WHERE THE FIRST REPUBLICAN MEETING WAS HELD

The schoolhouse at Ripon, Wisconsin, where Alvan Earle Bovay (in oval) organized Whigs, Free-soilers, and Democrats under the name Republicans on March 20, 1854.

# Ready for a Drink?



"You're welcome. And it's the finest water in the world. I've been drinking it for 50 years."

**C**LEAR, cold water from an old-fashioned well looks mighty tempting on a hot day. One might naturally think that if the owner of the well drinks the water it must be pure. But the fact that he has drunk the water without apparent harm does not prove that the water is pure. Science has discovered that a few individuals have been able to drink water more or less polluted with typhoid germs without contracting typhoid fever. But it is never safe for anyone to take immunity for granted.

Typhoid fever is a filth disease. It usually kills one out of every ten persons who have it. Until authorities responsible for the purity of drinking water, milk and other foods in cities and towns learned how to guard against typhoid, outbreaks of this disease scourged the country year after year.

There were no great typhoid scourges last year in the United States, yet approximately 65,000 persons were stricken needlessly with typhoid fever and 6,500 died.

Those who recover from typhoid fever are left in such physical condition that for about three years afterward the deathrate of such persons is twice the normal rate for the same ages.

Wherever cities protect their supply of drinking water from sewage or purify their water by chlorination the deathrate from typhoid drops. A marked reduction also takes place in communities where milk and food supplies are carefully protected and food handlers thoroughly inspected. But until this protection is general in cities, towns and villages and in country districts as well, typhoid inoculation is vitally necessary.



## Why risk typhoid fever when it can be prevented?

The story of inoculation which prevents typhoid fever is a brilliant page in the history of the many triumphs of science over disease.

During the Spanish-American War 281,000 of our men went into service. *One out of every twelve contracted typhoid.* In the World War there were 4,000,000 American soldiers, nearly all inoculated against typhoid. Although many of them were sent to typhoid-infected areas, only *one out of every 3,700 had typhoid.*

While typhoid fever frequently comes from drinking polluted water, it also comes from infected milk and various other contaminated foods, and from unsuspected "typhoid-carriers"—a few individuals who have recovered from the disease but who continue to carry the germs. When typhoid-carriers are employed as helpers in households, hotels or restaurants there is great danger that they will cause infection among those they serve.

Inoculations against typhoid fever are simple and leave no scar. They protect from two to five years. Why take chances? Be prepared for your motor, camping and hiking trips this year. Go to your doctor for the protection he can give.

Inoculation against typhoid is not the same as inoculation which prevents diphtheria or vaccination against smallpox. All three are necessary health protections at home and especially when traveling. The Metropolitan will be glad to mail, without cost, its booklet, "The Conquest of Typhoid Fever," to anyone who requests it. Address Booklet Department, 69-V, Metropolitan Life Insurance Company, New York.

**METROPOLITAN LIFE INSURANCE COMPANY—NEW YORK**  
Biggest in the World, More Assets, More Policyholders, More Insurance in force, More new Insurance each year

## National and Foreign Affairs

may be justified in assuming that the country is still interested. Therefore, we quote here some of the editorial comment of newspapers in New York City, where the present situation is best understood, and especially the comment of Democratic or independent papers.

The *World* declares: "There is no use in blinking at facts. . . . Al Smith has been repudiated by the organization whose reputation he refurbished, almost lonesomely. Tammany, suffering from a bad case of over-confidence, is about to see what it can do without the services of reformers, interlopers, high-hatters, and outsiders. The election of an old-style leader . . . will be costly."

The *Brooklyn Eagle* remarks that "Tammany's choice of John F. Curry as leader means that the long-restrained Tiger is headed for the jungle." In common with other papers, the *Eagle* recognizes the personal integrity of the new leader, though his shrewdness is "in the pettier sort of politics."

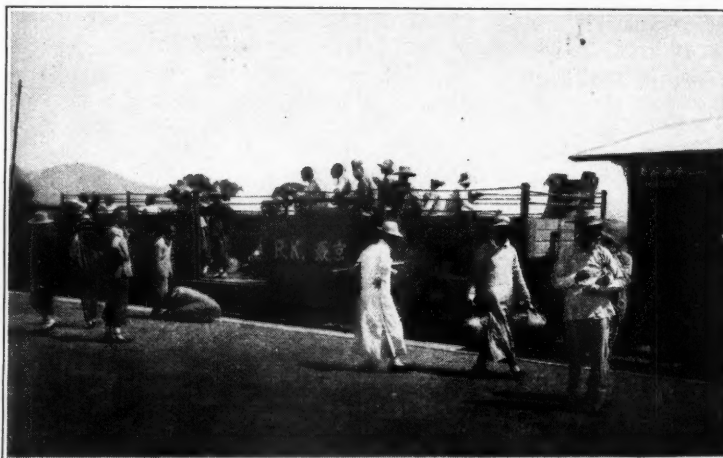
The *Times* believes that "the old order will resume management of the vote-getting business, at least until Tammany Hall is frightened again." Of the new leader, Tammany expects "only victories in elections, a fair distribution of patronage, sufficient outward order and decency to keep the reformers quiet, and regular promotion from the ranks." "The larger citizenship," concludes the *Times*, "will be obliged to look elsewhere."

### Roads and Rails for China

WHATEVER CHINA may in the end decide as to remaking its own culture or accepting that of the West, it is coming to realize more and more that it must take over the material phase of Occidental civilization. In fact its government has declared to the world this purpose:

"The revolution led by the Nationalist government has as its primary object the building up of a new state. As the military period is closing, the Nationalist government is engaged in the work of rehabilitation and reconstruction so that the new state may soon be realized."

It is said that the first two decades of the Nationalist régime will be devoted mainly to reconstruction and industrial



© E. M. Newman

#### TRANSPORTATION IN CHINA

The open car in the middle of the picture is for fourth-class passengers. In spite of its primitive comforts, it is still in good condition, which is more than can be said for many of China's railroads, whose rolling stock shows the effects of years of civil war.

development. China, with her vast territory and teeming population, is not so compact as Japan. And if Japan required only about twenty-five years to jump from its own Middle Ages into the twentieth century, it might be reasonable to expect that a century will elapse before Chinese reformers will consider the change complete in their country. Yet China can be guided by the mistakes other states have made.

Its needs are made clear in *Chung Kuo Ping Lun* (The China Critic), which says:

"On festive occasions it may be noted that the guests arrive in automobiles manufactured in Detroit, and wear furs obtained in Siberia and silks produced in Canton; the host perchance glances at a watch made in Switzerland and toasts his friends with wine from France or Portugal. The butter and jam are from Australia, truffles from Yunnan. Dumpings from flour milled in Canada or the United States are served as a part of the meal cooked by coal from Shansi. As a matter of fact, every section of the globe contributes its quota on occasions of that sort."

But that, the magazine points out, occurs only among the upper classes in a few large cities. In the interior of China the reverse is true. Nature specializes production, and lack of transportation means superabundance of produce which is valueless in a local market, and must be transported to those parts of the world which need it. For example, Shansi province has an enormous quantity of coal, and the price is only about \$3 a ton. But Shanghai, which is not far away, often suffers from a coal shortage, and the price is from \$30 to \$40 a ton. This is because Chinese transportation still depends largely on human labor.

Thus it is that an ambitious scheme for

improved communications, part of the vast project for reconstructing China which the Nationalist Government has founded on the late Dr. Sun Yat-sen's dreams, has been planned. According to *Chung Kuo Ping Lun*, it calls for 100,000 miles of railways, 1,000,000 miles of macadamized roads—there are now hardly any roads worthy the name between Chinese cities—and improvements in existing canals. In addition, there are plans for building new canals, for embankments, channels, and other works on the

Yangtze River so that coasting vessels can steam up to Hankow, 600 miles from the sea, at all seasons of the year.

These plans for roads, railroads, and canals are only a part of the Nationalist Government's entire program, which envisages nation-wide industrial expansion.

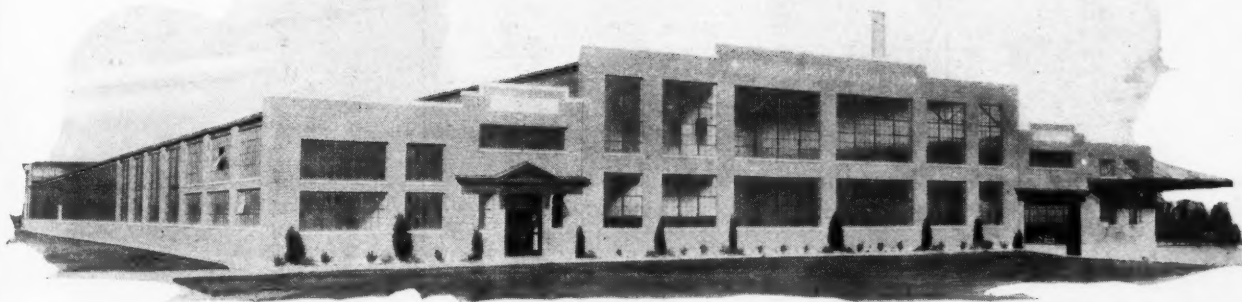
### Labor Wins in Denmark

WHILE THE LARGE NATIONS have contented themselves with talking about disarmament, some of the smaller nations have gone ahead and disarmed. In Denmark the question has become so vital that it caused the fall of the Madsen-Mygdal government. And in the election which followed, the question of army and navy expenditures gave the Social Democrat or Labor party the chance to assume office once more.

Though Denmark thus has a labor government, it offers no parallel to England, where the Labor party is seriously working toward gradual but major changes in the nation's economic structure. Long before election of the legislature, or Folketing, the pros and cons of Denmark's military and naval strength had agitated the public. Conservatives demanded of the Liberal Lefts, then in power, an increase in the military budget. The Social Democrats, as usual, were strong for a reduction to a minimum. Not gaining their point, the Conservatives refused to go to the polls, with the result that the Social Democrats, aided by the Radical Lefts, won the day.

No sooner had King Christian asked former Premier Stauning to form a cabinet than the latter announced that the military budget, even as it was, stood too high. He declared that his party

Straight line production plant at Baltimore, designed and built by Austin, after an appraisal of existing properties.



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may hide this  
bitter truth**

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*\*Thinking all is well when teeth are white  
4 out of 5 surrender to the disease-of-neglect*

**I**F you would enjoy health and preserve your teeth don't let appearances deceive you. See your dentist at least once every six months. Have him examine teeth and gums and correct any faults. And start brushing gums vigorously when you brush your teeth, using the dentifrice that helps to firm gums and keep them sound, thus safeguarding them against disease.

Forhan's is such a dentifrice.

Such a simple regime will bring you peace-of-mind. It will protect you. For such diseases as Pyorrhea ignore teeth and launch an attack on neglected gums. If contracted, only expert dental treatment of long duration can stem their advance. They ravage health and often cause loss of teeth. And Pyorrhea alone takes 4 persons out of 5 after forty and thousands younger as its victims.

You will like Forhan's. Its taste is refreshing, cleansing. After using it morning and night for a few weeks you will see an improvement in the appearance of your gums. For this dentifrice helps to firm them and keep them sound. In addition, without the use of harsh abrasives, Forhan's cleans teeth and helps to protect them from decay.

Start brushing teeth and gums with Forhan's today. Teach your children this good habit which will protect their health in the years to come. Get a tube from your druggist. Two sizes, 35c and 60c. Forhan Company, New York.

Forhan's for the Gums is far more than an ordinary toothpaste. It is the formula of R. J. Forhan, D. D. S. It is compounded with Forhan's Pyorrhea Liquid used by dentists everywhere. You will find this dentifrice especially effective as a gum massage if the directions that come with each tube are followed closely. It's good for the teeth. It's good for the gums.



**Forhan's**

**FOR THE GUMS**

**YOUR TEETH ARE ONLY AS HEALTHY AS YOUR GUMS**

## Foreign Affairs



**PREMIER AND MRS. STAUNING**

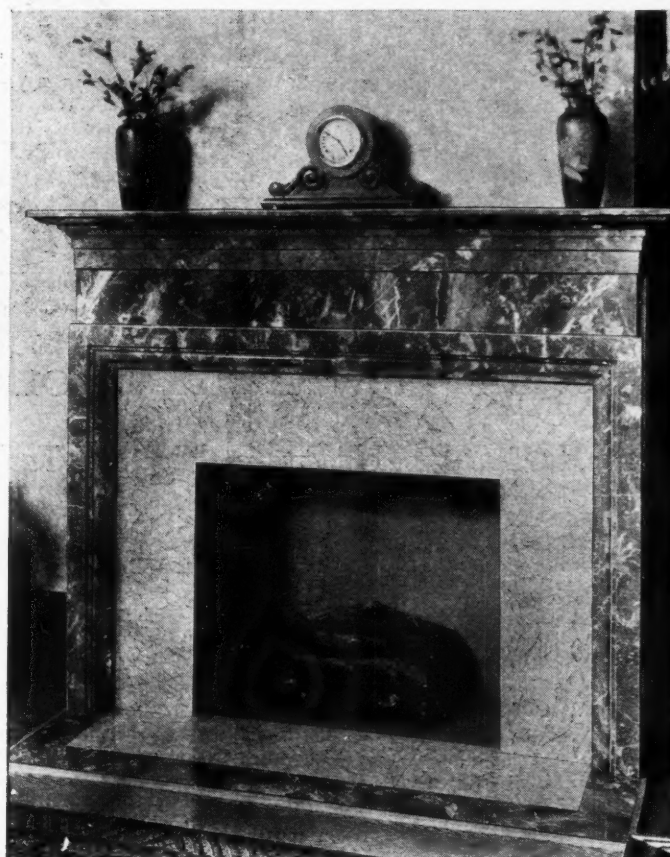
Recently Theodore Stauning, a veteran in Danish political life, formed a labor government, largely on the issue of disarmament.

would work unceasingly for a reduction of at least one-half, making the annual appropriation 20,000,000 kroner.

Naturally the Conservatives set up a hue and cry, and the leading mouthpiece for that party, *Berlingske Tidende*, spoke at length of the great danger of exposing the country to attacks from without. Another argument in favor of preparedness appeared in a dispatch from Copenhagen to the Danish-American newspaper *Nordlyset*, which said:

"It is rumored here that the powers allied during the Great War will join in opposing any such drastic reduction in the Danish army and naval establishments as is promised by the victorious Social-Democrats, which would prevent Denmark from keeping open the Straits leading to the Baltic in the event of another war. It is said on good authority that these powers, especially England, consider Denmark's geographical position such that with the above in view they could not look with favor on any reduction that would make the country defenseless, even as a neutral."

In many respects the Danish political situation is unique in that the Laborites stand for exactly that which Geneva is trying to accomplish; but apparently their hands are not free enough to let them go the full length of their desires in disarming. Nevertheless, now that the Social-Democrats have had their fences strengthened by the inclusion in the Stauning cabinet of three members of the Radical Left, these combined political forces are likely to hold their ground.



Mantel, facing and hearth are of marble.

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# RELIGION

## Something New in the World

*Christian and Heathen Undertake a Common Task*

By FREDERICK LYNCH, D.D.

*Educational Secretary, Church Peace Union*

A RESIDENT OF GENEVA is seldom surprised or nonplussed by anything. He has become accustomed to revolutionists of all brands with all kinds of ideas sojourning in his city. The League of Nations brings all nationalities and races to walk his streets. World organizations are meeting in his halls every day.

But last September, as he passed the doors of the Athénée, the beautiful white structure adjoining the university campus, he stopped and rubbed his eyes. At last he was up against some new thing. The longer he stared the more puzzled he became. He knew the crowd being photographed on the steps contained Hindus, Chinese, Japanese and Arabs, but he could not place their costumes. For some wore robes of shining white satin, others were garbed in robes of black and wore high turbans with veils falling from the tops; some wore robes of saffron silk with gold edgings, and others gowns of orange color with great twisted turbans on their heads. The Christian bishops and clergymen he recognized, as their garb was familiar to him; but he wondered what they were doing there with these other strangely garbed beings from distant lands.

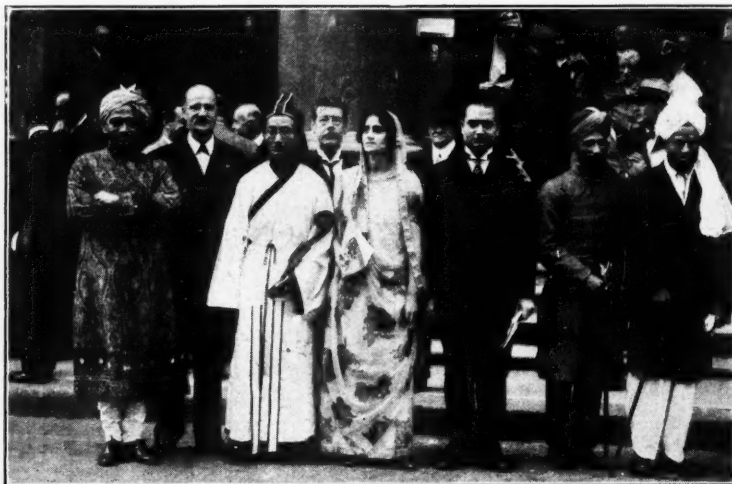
When he followed the crowd into the hall he was more surprised than ever. He discovered

that these brethren with the vari-colored garbs were the priests and leaders of the great Eastern religions—Buddhism, Hinduism, Shinto, Confucianism, Mohammedanism, Zoroastrianism, and Bahaism—but he could not quite get it through his head what they were doing there with the Christians. He had seen Westerners and Easterners sitting down together in the League of Nations Assembly across the road and had in time got used to that; but he had never seen Christian ministers and heathen priests amicably foregathering. He had always thought of the Christians getting after the heathen just as the Western governments had got after the Eastern.

He was even more amazed, I imagine, when he heard these Christians and Hindus, Mohammedans, and Confucianists

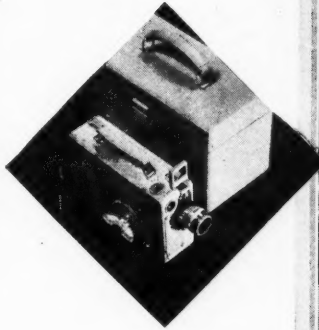
talking not only how they could dwell in peace together on the face of the earth, but asking what each religion could contribute to a united effort to outlaw war and establish a world-wide brotherhood of religions and religious men, which could united build up a peaceful and coöperative world. It struck him as a new thing in the world, and he went off thinking quite hard.

IT WAS A NEW THING in the world. The trustees of The Church Peace Union (a Carnegie Endowment) had been encouraged by the outcome of the great conference in Stockholm in 1925, where they had brought together 500 outstanding representatives of the Christian communions, where Western Protestants and Eastern Catholics had sat together for the first time, and where during the three weeks conference together a remarkable mutual understanding and scenes of unity had emerged. They had witnessed something of the same thing at Lausanne in 1927, and now they asked themselves whether, if they should bring together not only the faiths of Christendom but all the great religions, there would not be found a degree of unity previously unsuspected and perhaps unexpected. They asked also whether, if such a unity existed, it could not be directed as an



THE WORLD'S RELIGIONS MEET IN GENEVA

Some of the delegates to the preliminary meeting, held last fall, for next year's Universal Peace Conference. In the picture are representatives of the Confucianist, Mohammedan, Zoroastrian, and Hindu religions.



## WHEN THE WEDDING DAY ARRIVES

A HOME movie outfit is one of the best presents you could make to any bride and groom. They will use it and appreciate it beginning with the very day they are married.

The bride, as she steps out of the car that brought her to the church, presents a beautiful picture. Would she like to see that picture herself, later on? Would he? You can just imagine how they'd treasure such a film.

During the wedding day there are sure to be several opportunities to make a permanent record of the festivities. The guests, the bridesmaids and ushers, the flower girls . . . all can be filmed to complete the story of the day's events.

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And afterward . . . as the years pass . . . as they move from scene to scene while the drama of their lives unfolds, there will be more pictures to take, pictures of each other, their children, their parents, their friends. Your gift will be inseparably connected with all their tenderest sentiments.

A Ciné-Kodak home movie outfit is one of those rare wedding presents that

it will be **YOUR** gift  
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that will be most used  
and most appreciated

fulfill every sentimental requirement and are at the same time entirely practical. You don't need to be afraid that a dozen others are going to make this same gift. There is never any question as to whether the recipients will think you have shown good taste, and while some of the things they get are likely to be appreciated by only one of them, this is sure to be appreciated by both. And it is a gift that lasts a lifetime.

### *The Ciné-Kodak— Simplicity Itself*

In making such a present, be sure to

## Ciné-Kodak

*Simplest of Home Movie Cameras*

select an outfit that is easy to operate. The Ciné-Kodak embodies Eastman's forty years' experience in devising easy picture-taking methods for the amateur. Unbiased by the precedents and prejudices of professional cinema camera design, the men who made still photography so easy have now made home movie making equally simple for you.

### *Color Movies, too*

The Ciné-Kodak uses for black and white pictures Eastman Safety Film in the familiar yellow box, both regular and panchromatic. Kodacolor—home movies in full color—are easily possible as well. You simply use a Kodacolor Filter and Kodacolor Film when making or projecting Kodacolor. See your Ciné-Kodak dealer for a demonstration or clip the coupon below for booklet.

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## Canadian Pacific

World's Greatest Travel System

## Religion

impelling force toward human solidarity and a peaceful world order.

The trustees, composed of the most eminent leaders of the American Churches, soon found themselves enthusiastically committed to this project. They found the scores of Christians with whom they talked in both America and Europe equally enthusiastic.

But it would not do to go ahead until they consulted the leaders of the other faiths. A year was spent in calling and correspondence and, perhaps somewhat to their surprise, they found the leaders of the great Eastern faiths as enthusiastic over the idea as were they. The Church Peace Union then decided to bring together about a hundred chosen men from all the faiths and talk it over—hence this meeting at Geneva last September.

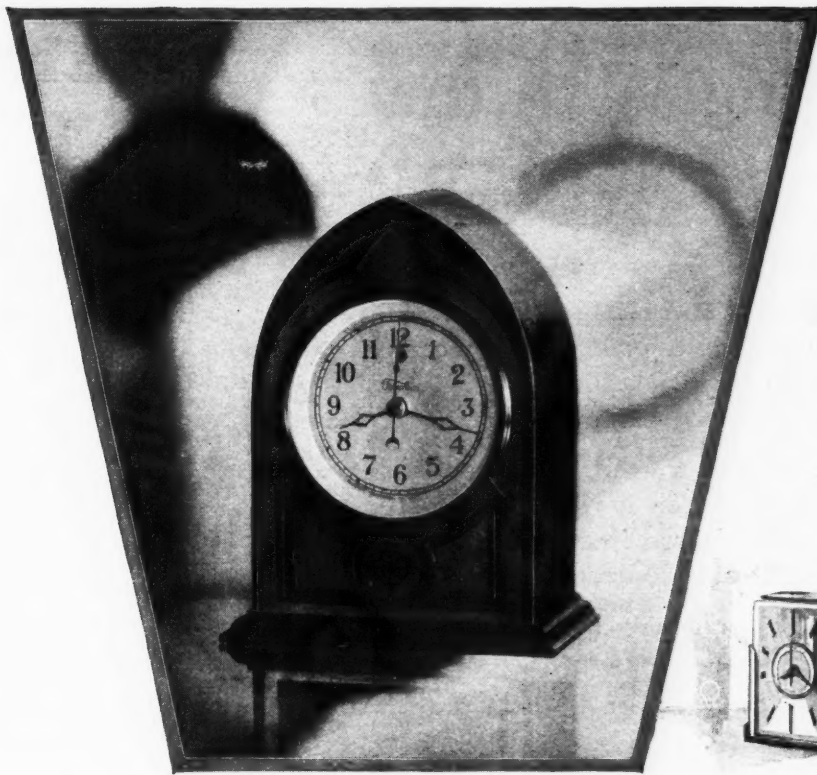
It so happened that 200 came instead of 100, for enthusiasm brought about 100 who had not been invited. They were welcomed, however, for they were all not only enthusiasts but outstanding men. This preparatory meeting turned out to be a peace conference in itself. Called together to discuss whether a big conference of 1000 should be called in 1930 or not, they all took it for granted that the conference was to be called, and started in to tell what their religions were doing for peace, and what unitedly they all might do. It was really not necessary to vote whether the conference should be held or not. All there was to do was to discuss a program for it, devise means and methods, and determine who should be invited.

IT WAS SIGNIFICANT and intensely interesting, for it was one of those beginnings in history which set new currents flowing through the world. It was the first time all the religions of the world had come together to talk in terms of unity—not unity of thought, but of mankind.

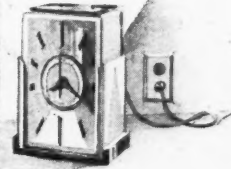
One could not listen to the addresses day by day from Jew and Christian, Mohammedan and Hindu, Confucianist and Buddhist, without beginning to feel how great a unity there was after all—for all believed in God (there was an hour of united prayer one morning with prayers drawn from all the sacred books), and all believed in brotherhood and the unity of mankind as children of the same Father.

It was interesting to note how eager every speaker was to prove that his religion outvied every other in preaching peace. I did not dare ask them "How about the practice of it?" for I feared they would say, with a smile, "Fully as good as yours." Nobody has forgotten what the religion of the Prince of Peace was in 1914-1918.

One other thing was significant, namely, the character of the group. The Eastern representatives were among the most out-



"Cathedral", No. 355, List Price \$14.00



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was founded as a grain-handling company, a wheat crop of one hundred million bushels a year in Western Canada was considered large.

Now, more than five hundred million bushels of wheat have been grown in a single year in Canada's prairie provinces and the agricultural development of the Canadian west is still going on.

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Head Office, Winnipeg, Manitoba

## Religion

standing men in their communions: Dr. Chang, head of Confucian Association of China; Malvi A. R. Dard of Islam; Yusuf Ali, the Indian delegate to the League of Nations; His Highness the Maharajah of Burdwan, representing Hinduism—men of this type from India, China, Japan, Persia, and Turkey.

Among the British Christians were Admiral Drury-Lowe, Wickham Steed, Professor Gilbert Murray, Sir Willoughby Dickinson, and Sir Francis Younghusband. Nansen was there from Norway, and made one of the great addresses. From our own country were such men as Bishop McDowell and Doctors Merrill, Mathews, Lapp, Hall, Fred B. Smith, Cadman, Atkinson, and George A. Plimpton.

The 200 delegates concluded their sessions by setting up a committee of seventy, authorized to bring together in 1930 one thousand representatives chosen from all the great religions of the world. The conference issued a statement which has gone to the religious leaders in every country. The final paragraph outlines the purpose as agreed upon at Geneva:

"The Universal Conference designs neither to set up a formal league of religions nor to compare the relative values of faith, nor to espouse any political, ecclesiastical, or theological or social system. Its specific objects will be:

"1. To state the highest teachings of each religion on peace and the causes of war.

"2. To record the efforts of religious bodies in furtherance of peace.

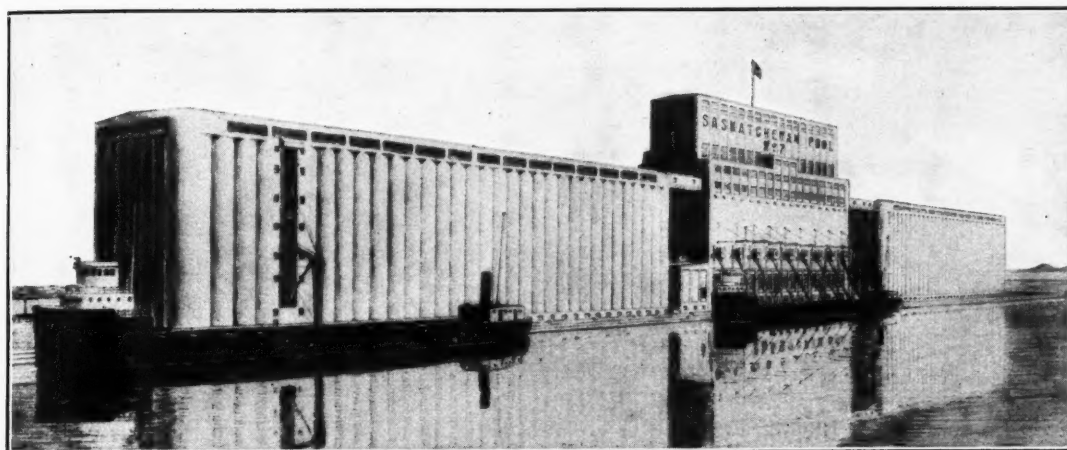
"3. To devise means by which men of all religious faiths may work together to remove existing obstacles to peace; to stimulate international coöperation for peace and the triumph of right; to secure international justice, to increase goodwill, and thus bring about in all the world a fuller realization of the brotherhood of men.

"4. To seek opportunities for concerted action among the adherents of all religions against the spirit of violence and the things that make for strife.

"Persuaded that this high purpose will move devoted hearts and minds everywhere, the preliminary gathering at Geneva has appointed a Committee to prepare for the Universal Conference, so that world-wide coördination of religious endeavor may help towards the full establishment of peace among men."

### A Free Vatican

SOME OLD song-writers blithely sang that the Pope is "free from every care and strife," yet recent Catholic history might lead one to believe the opposite. Robert Sencourt, writing in the June *Atlantic Monthly*, remarks that "no



Saskatchewan Pool Terminal No. 7—Capacity 7,000,000 Bushels. World's Largest Single Unit Elevator

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Six years ago the wheat growers of Western Canada launched their own organization for the cooperative marketing of their product.

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The Wheat Pools in Canada own and operate 1500 country elevators and eleven giant terminals, giving them private storage capacity of more than eighty-five million bushels.

The Canadian Wheat Pool maintains branch offices in New York, London, Paris and Buenos Aires, and agents in every wheat-importing country in the world. Last year we exported wheat to sixty-eight ports in twenty different countries.

The organization is a non-profit, cooperative company serving Canada and stimulating her expanding foreign trade.

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## Religion

one who is watching the developments of either religion or politics can ignore the extraordinary possibilities presented by the fact that the Pope, in his own view, openly emerged on to the eminence of the spiritual lawgiver of Christendom." He is, of course, in a far more favorable position than before the settlement of the Roman Question; but he has his hands full in consolidating the new order.

IT WAS COMPARATIVELY easy for the Fascist government to accord this new position to the Vatican, says Mr. Sencourt, because after the War Italians saw "how closely the prestige and influence of the immemorial institution at Rome are associated with their racial genius and their national honor." Similarly, acceptance of the Canon Law was not difficult, for here Church and State were not so far apart as they would be in most other countries.

Nevertheless the settlement "looks like an agreement in which the Pope has lost nothing, but gained everything." Mr. Sencourt asks how the sum of eighty million dollars, the supremacy of Church over State implied in acceptance of Canon Law, the Pope's railway station, his two palaces, and the piazza of St. Peter's were all secured for the Vatican. The only explanation, he answers, is the latent unpopularity of Fascism.

As for the Pope, he was shrewd enough to arrange the settlement so that it was not signed with Fascism—for there might come a revulsion against Fascism, with which the Church would then be identified—but so that it was signed with the monarchy. Fascism was merely the intermediary. Moreover, the Pope refused to look on the agreement as final till it received its ratification from the Italian people.

The result is that the Vatican has a freedom it never had before, concludes Mr. Sencourt, "and that freedom will surely consummate itself in an amplitude of action."

## Science in the Temple

REVERBERATIONS are still being heard in religious and scientific periodicals of the time when, last Christmas, Dr. Harry Elmer Barnes called for a new and more scientific religion. Dr. Barnes himself comes forth with a lengthy dissertation on his position in the *Scientific Monthly*. After a long attack on orthodoxy and its various defenders, he says:

"The function of a liberalized religion, divested of its archaic supernaturalism, would be to serve as the public propaganda adjunct of social science and

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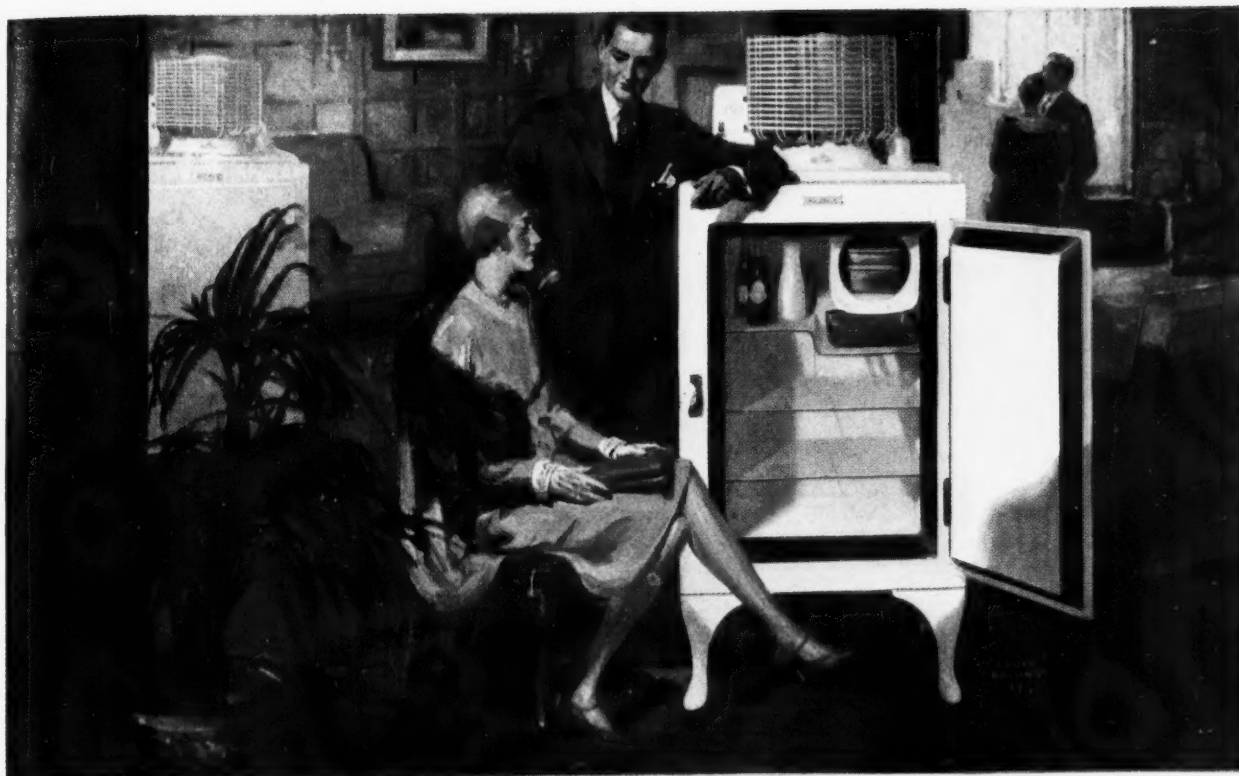
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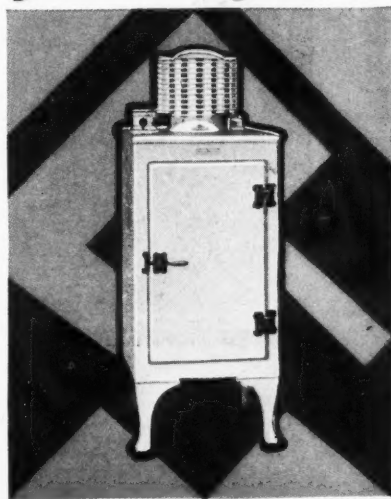
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## Religion

esthetics. The social science and esthetics would supply specific guidance as to what ought to be done, while religion would produce the motive power. . . . The function of the church, then, would be to organize the mass mind and mass activities in such a fashion as to benefit secular society and not to please God, at least not as God has been understood and expounded in the orthodox religions of the past."

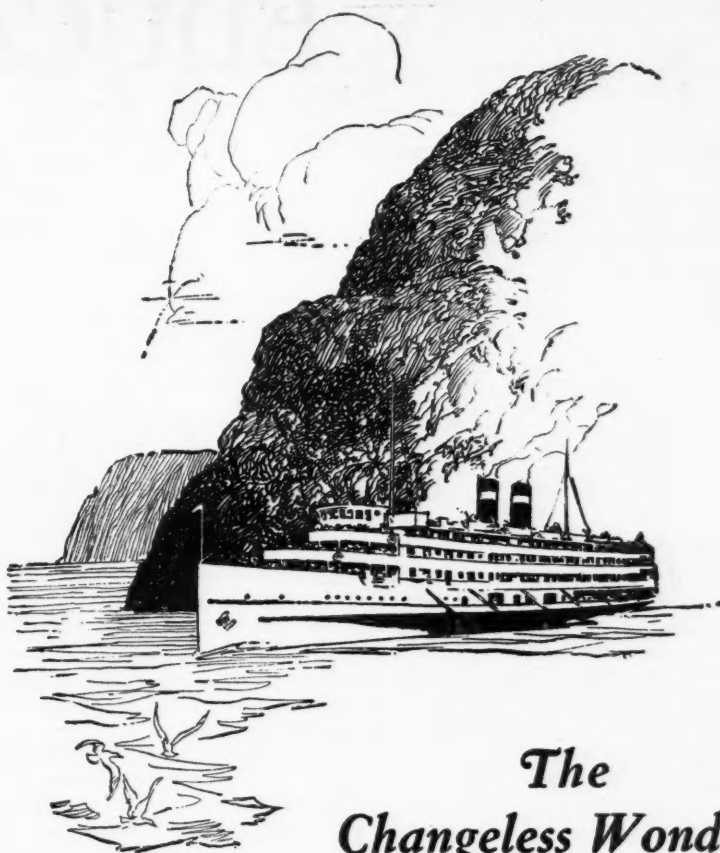
There comes forward also E. Boyd Barrett, author of "The Jesuit Enigma" and himself a Jesuit for twenty years, with an article in the *Churchman* which goes a long way with Dr. Barnes. Yet in answer to the question, Can Science Give Mankind Religion? Mr. Barrett answers that properly science can give mankind only science—the development without prejudice or preconception of knowledge of the facts, laws, and processes of nature.

Nevertheless a little latitude may well be allowed science, he declares, in the direction of humanizing her products; and he asks whether, artistically, emotionally, and reverently presented—apparently in the fashion recommended by Dr. Barnes—science can provide a fitting substitute for religion or become a religion itself:

"Were science to deck herself in surplice and stole, gather her votaries into Gothic halls, lull them into a mood of peace and tranquillity by means of subdued lights, intoxicating incense, and the low sobs of organ music, and in the person of a high priest, lecture them in unctious tones and with poetic imagery upon the marvelous life of the amoeba, would that constitute religion? Would a sentiment that was in a real sense holy and sacred be awakened in the hearts of the faithful?"

The Thibetan Buddhist twirling his prayer wheel may seem a sorry fool to the modern scientist, "but what can the modern scientist offer him in exchange for his hopes and his devotions?" The poor Irish woman telling her beads before a statue of Our Lady enjoys an experience and derives a comfort infinitely valuable in her eyes, for which science could find no acceptable substitute. The Mohammedan, praying at sundown with his forehead pressed against the earth, has a thrill of faith, a sense of union with the infinite Allah, that the mere intellectual understanding of the principle of relativity would never yield. Mr. Barrett concludes:

"We can and should, of course, rejoice with H. G. Wells that 'we are disentangling our minds from the last lingering fears and submissiveness that marked the childhood of the race,' but we must not too readily admit that all religious inheritances are necessarily noxious."



## The Changeless Wonder of the CAPES . . .

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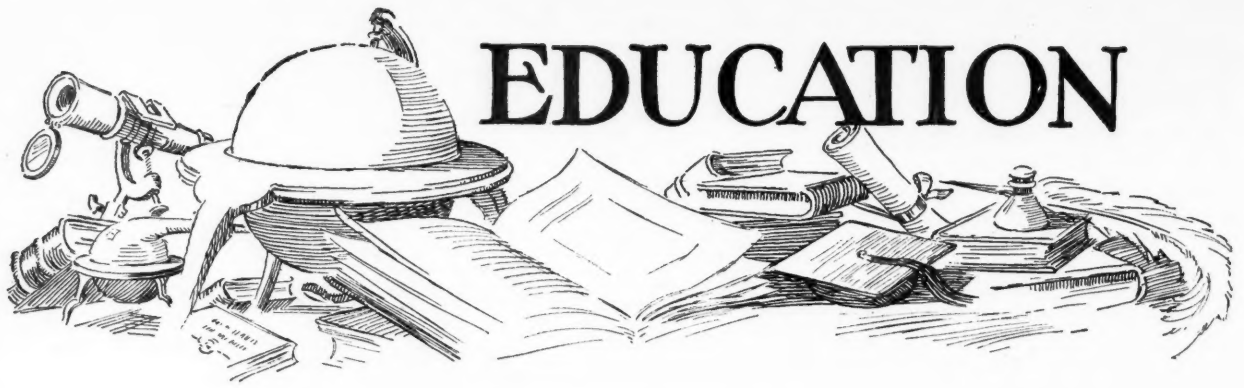
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# EDUCATION

## The Rush to College Ends

By CHARLES FRANKLIN THWING

*President Emeritus, Western Reserve University*

**A**PPARENTLY WE HAVE COME to the end of a college era. The end relates to the decline of the over-population which has gladdened and saddened the college heart in recent years. Doubling and redoubling the college population has been the rule. Within the last thirty years it has increased about sixfold. But in the last two years a neap tide has set in. In 1927-28 the increase was only 2 per cent. over the preceding year. In the present year, 1928-29, the increase is apparently less than 1 per cent.; in fact, an accurate survey of all colleges might prove an actual decline. At all events the present evidence seems to be conclusive that we have come to an end of the tremendous annual increase in our college population.

It is fitting, therefore, to state and to interpret some of the reasons which have contributed to the vastness of this increase in the thirty-year period which is now coming to an end.

First: The most evident and immediate cause of the increase in the enrolment of college students was found in the increase in the enrolment of high-school students. The high-school increase in the last decade represented a doubling. But this enlargement, be it added, belonged more to the city than to the country high schools, for three times as many children of the respective school-age go to the high schools of the city as go to those of the country. And the point is that a larger proportion of the urban children go on to college than of the rural.

Second: An evident cause was found in the greater supply of money

in the whole community. Measured by dollars—not by purchasing power—wages, salaries, incomes, have vastly augmented. Measured by dollars, families had greater spending power. Sons and daughters, therefore, in their college plans were more easily financed.

Third: Another cause of increased enrolment lay in the great freedom given by the college for the entering of students. The academic doorway was formerly barred to most who did not come bringing their offerings of the ancient classics. Today the modern classics have become quite as acceptable as Latin and Greek. Modern science and modern history also now represent credits. In fact, the high school offers few or no courses which do not have value in meeting the admission requirement. Whether this larger freedom is a good or an evil is not the present question. The simple consideration for my immediate purpose is the fact itself—the enlargement of liberty for entering college.

Fourth: The next cause is a continua-

tion of the preceding one. It is found in the enlargement of the course of instruction offered by the colleges themselves. This enlargement applied both to the greater richness of instruction provided in each department of learning, and to the increase in the number of departments themselves. The catalog of every college gave evidence of the double enlargement. Students were able to select and to follow subjects which make peculiarly persuasive appeals to special ability and to individual purpose.

Fifth: A somewhat technical cause of over-populated colleges was found in a change in the professional schools of law and of medicine, touching admission. Formerly a high-school diploma was sufficient evidence for securing entrance to these schools. Today the best schools demand an A.B. or a B.S. or a similar degree. Practically all schools require at least two years of college work. The law and the medical schools are thus following the early example set by the schools of theology. The bachelor's

gown is becoming a pre-requisite for the wearing of the lawyer's or the doctor's hood.

Sixth: In a field quite unlike the preceding, it is to be said that social relations in the period came to occupy a more important place in attracting students to college. The fact had, on the whole, a narrow application; but it did belong to half a dozen of the principal universities of the eastern states.

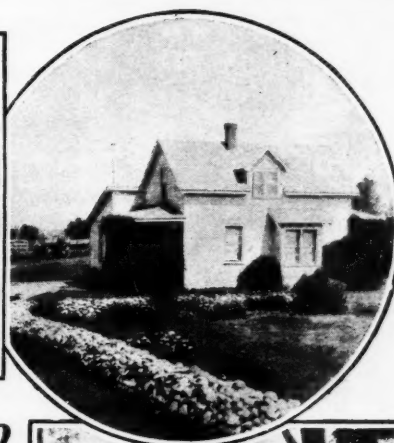
Seventh: Quite opposite to the consideration just named, it is to be added that a further one belonged to the vast increase in the scholarship



UNIVERSITY ENROLMENTS OFTEN EQUAL CITY POPULATIONS  
At Columbia University last spring, 25,570 resident students were enrolled, a few of whom are pictured above crossing the South Court before the University Library.

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Canada has still great areas of fertile virgin land available for farm settlement. Much of it may be bought at prices ranging from \$15 to \$25 an acre—in some localities farms may still be taken free as government homesteads. Either as a road to independence for the working farmer, or as a healthful hobby for the business or professional man, farming in Canada presents attractions which demand your investigation.

#### Canada's Climate a Great Attraction

Canada enjoys "A White Man's Climate". It lies in the same latitudes and has the same general climatic conditions as the countries which have produced the hardy, virile races of Europe. To Canada's climate are due in large part the healthfulness of her people, the vigor of her industries, and the world-excellence of her wheat, oats, barley, flax, vegetables, tobacco, and fruit crops. Sunshine is plentiful, rainfall is well distributed, heat is never excessive.

#### Community Life Highly Developed

While Canada is comparatively a new home-land, conditions affecting community life equal those of thickly populated countries. Thousands of miles of paved highways and good roads form a network which permits of ready traffic by automobile in all parts of the country. Distance, which shut off the early pioneer from market towns and the outside world, has been reduced to an almost meaningless term. Well established telephone systems, splendid radio reception, rural mail delivery, big metropolitan daily newspapers, well edited national magazines combine to enrich the life of the settler in this country. Each community has its public and high schools, each province its Universities. Commercial and technical education in the fine arts and professions has reached a very high standard.

Nearby towns have up-to-date shops and stores where the latest styles are shown simultaneously with New York. There are modern theaters, churches of all denominations, good hospitals.

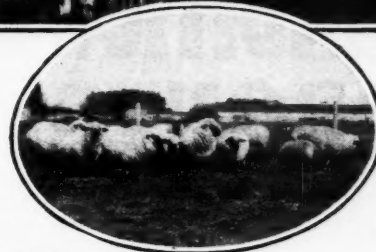
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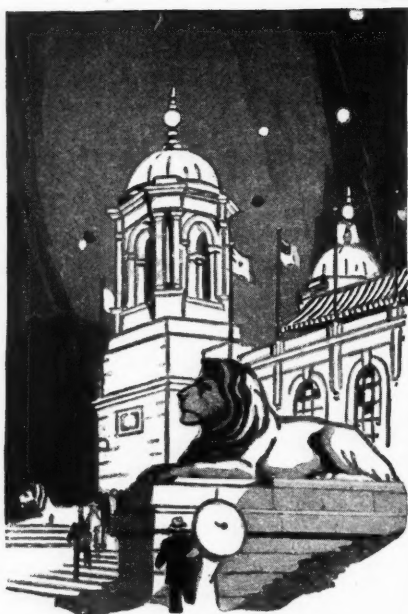
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## Education

and loan funds of the colleges. These funds, especially loan funds, have come to aggregate great sums set aside for the benefit of students of ability and of lean wallets. Last year no less than four million dollars were loaned by or through two hundred and eighty-two colleges to their students. The gifts, too, in scholarships, though probably not so large, represented millions. These loan funds have recently taken on an extra collegiate relation. Corporations have been formed to loan money to students. With this increase is to be joined also the enlargement of the opportunities for partial or complete self-support on the part of students themselves. In each of several colleges, for instance, the students earned in both vacation and term time more than a million dollars. In Boston University it was said to be three-quarters of a million. No wonder that the call of the college to able and ambitious students, poor in purse, became almost imperative.

EIGHTH: The growth, too, of what may be called part-time or evening colleges is to be credited with a share of this increase of students. These colleges represented largely the movement of what is called "adult education." Their number constantly became larger, and their attendance also increased beyond the thousands. Psychology comes to the aid of this form of education. Prof. E. L. Thorndike says that we learn better at forty-five than at fifteen. The whole movement deserves heartiest commendation and coöperation. For education is a life-long process. If life goes into early education, education should go into all life. Education and life are to synchronize. As an application of this movement is to be noted the fact that many public school authorities formally recognize the duty and the right of their teachers to continue their education even while engaged in teaching. This recognition takes on several forms, one of which is advances in salary proportioned to the advance in educational achievement.

Ninth: Still another reason for the increase was found in the greater complexity of business, of all kinds and relations—financial, industrial, commercial, manufacturing, and transportation. The fact was evident. The significance of the movement became more clear and more impressive with each passing year. Corporations, capitalized at immense sums and employing tens of thousands of workers, are now more common than mere small corporations of a score of years ago. Such business involves not only material conditions and forces, but also human elements—and more of them. The resulting elaborateness of organiza-

tion, and the highly-wrought administration of great undertakings, demand the noblest type of understanding and judgment. Such understanding and judgment are the direct consequence of the higher education. If corporations fail thus to be equipped and manned, the bankruptcy court becomes inevitable. If they are thus equipped and manned, undreamed of prosperity often awaits.

Tenth: The last cause which I name of the vastness of the increase in college students was the great appreciation of the college by the whole community. Out of the Great War came the university with its reputation enlarged, broadened, and made higher. In the decade that followed the close of the war this reputation became further augmented. It was recognized that the university is not only humanistic, but also, what is far more important, human. It is both national and international. Its teachers belong to humanity. They are not remote from the community. Responsive to human ideals are they, and responsible to and for the community. To such increasing intensity of loyalty, the community responded.

For these ten reasons, and for others which I do not name, America has sent its sons and daughters to its colleges in these tremendous and vastly increasing numbers.

The cessation of this unique increase is fraught with many lessons, both to the colleges, to the homes, and to the young men and women of the United States. These lessons are so many, diverse, and fundamental that they belong to another story. Yet to one lesson briefest reference may be made: the college will be able to give a more adequate education to its students. Extension is liable to spell superfinality, as limitations of students should represent increased thoroughness in learning. The education will be richer in content, more impressive in forcefulness, more formative of character, more personal in its relationships, and shall make a nobler contribution to American life.

## Plato in New York

"ANY FRIDAY EVENING between October and May, if you are in the vicinity of Eighth Street and Astor Place in New York City, you will see more than a thousand people moving steadily and quietly into the Great Hall of Cooper Union. . . . From the rather heavy alien faces among them, their rough clothes, work-worn hands, and shambling gait they must be belated factory workers."

These are "people who want to be edu-

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STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC., REQUIRED BY THE ACT OF CONGRESS OF AUGUST 24, 1912, of Review of Reviews, published monthly at New York, N. Y., for April 1, 1929.

State of NEW YORK } ss.  
County of NEW YORK }

Before me, a notary public in and for the State and county aforesaid, personally appeared Albert Shaw, Jr., who, having been duly sworn according to law, deposes and says that he is the Business Manager of the Review of Reviews, and the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations, printed on the reverse of this form, to wit: 1. That the names and addresses of the publisher, editor, managing editor, and business manager are: Publisher, The Review of Reviews Corporation, 55 Fifth Ave., New York; Editor, Albert Shaw, 55 Fifth Ave., New York; Managing Editor, Albert Shaw, 55 Fifth Ave., New York; Business Manager, Albert Shaw, Jr., 55 Fifth Ave., New York. 2. That the owner is: The Review of Reviews Corporation, 55 Fifth Ave., New York; Albert Shaw, 55 Fifth Ave., New York. 3. That the known bondholders, mortgagees and other security holders owning or holding 1 per cent. or more of total amount of bonds, mortgages, or other securities are: None. 4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting is given also, that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect, in the said stock, bonds, or other securities than as so stated by him. Signed, Albert Shaw, Jr., Business Manager. Sworn to and subscribed before me this 29th day of March, 1929. Signed, Frank Kiefer, Notary Public. (My commission expires March 30, 1930.)

cated," according to Lola Jean Simpson, writing in *Harpers*. They are attending the famous Cooper Union Forum, the outstanding activity of the People's Institute, where they hear a lecture on the America which made Emerson and Barnum, or perhaps on the Rise and Meaning of Individualism, by the director of the Institute, Everett Dean Martin.

"They are following his every word, weighing each syllable with a detachment which separates them sharply from an ordinary audience," writes Miss Simpson. "When the long lecture at last draws to a close a motion sweeps over the throng. Hands flash up all over the hall. Some of the more impetuous hearers leap to their feet. The speaker's statements are challenged; he is appealed to, admonished, opposed. For half an hour volleys of sharp questions from the audience are met by keen answers."

These students, whose absorption in what they hear merits the envy of many an educator, are more than half foreign-born of all nationalities. Some are unable to read, many have only elementary school training. Half of them are in business or professions, a fifth are industrial workers, a tenth unskilled laborers, and a few are unemployed.

Why are they there? "They are moved by a desire for knowledge, a love of learning. Like the ancient Greeks or the humanists of the Renaissance, they feel that life is enriched by the pursuit of ideas." Miss Simpson believes that "it is they, rather than people who endow colleges, who sit on regents' boards or lark as students in crowded classrooms, who are the intellectual aristocracy of New York."

MISS SIMPSON FINDS a cause for their intelligent eagerness in Mr. Martin, whom she quotes as saying to himself, "I am going to encourage among these people a spirit of questioning, honest skepticism, criticism, and adventure in ideas. It is thus they will come to realize life in sounder terms." One reason why he has been free to do this is because the Institute is poor. "It is without endowment, and hence is wholly unharassed by the supervision of millionaires or state legislatures."

From the hunger for learning of the lecture audiences there was born the school of the Institute, whose classes are held in the Muhlenberg Branch library four evenings a week under Dr. Scott Buchanan, assistant director of the Institute. Around a scarred table in a drab room some twenty students gather with two instructors. Though one of these may have returned lately from a year at the Sorbonne, his opinions are worth nothing unless clear, candid, and authentic, and demonstrated to be such.

## Education

Often the sessions run on until midnight.

You watch one of these classes, writes Miss Simpson, and "suddenly your mind clicks to an idea. Here is a group similar to Plato's—a little group of thinkers working in the Socratic method in the midst of a great city, drunk with material wealth. Every week you may find them . . . the earnest outthrust faces, the rapier questions, the discussion far into the night. Outside, motion-picture lights have flashed, and strident jazz sounded in vain."

## Yale Studies the Family

NOT LONG AGO a young man of twenty-one beat his wife of twenty insensible on their first wedding anniversary, and killed her. Later he took her body to a clearing in some woods near the New York suburb where they had lived, soaked it in kerosene, and set fire to it. Soon thereafter it was found. The young man was arrested, and confessed. The law began to take its course.

Ahead of that young man lies the penalty the law provides—electrocution for premeditated murder, imprisonment for second degree murder or manslaughter. For so society deals with individuals who offend against it. It is the law, as evolved through the centuries.

In late years, however, this common-sense method of the law has been questioned. It is asked whether punishment is enough. Is there nothing more to it than that an individual breaks a law, and must therefore suffer a prescribed punishment? Or must we also investigate the reasons for crime?

It is to seek out these springs of human action that Yale University has received \$7,500,000 with which to found its Institute of Human Relations. This institute had its origin in the reactions of the deans of law and medicine (Robert Hutchins, now appointed president of the University of Chicago, and Dr. Milton Winternitz) to the divisions existing between the human and social sciences—sociology, anthropology, psychology, and economics. In the *Survey Graphic* the Institute is explained by Donald Slesinger, psychologist, and member of Yale's Law School. He puts the aim of the Institute into this sentence:

"The new law and the new medicine will require a sound science of human relations as a basis upon which to build."

IT WILL BE the business of the Institute to break down the divisions between the social and human sciences, and to formulate this "sound science of human relations." Its beginnings have been restricted to a study of the family, and the

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## Education

first investigation will deal with juvenile delinquency, and the backgrounds in which the young adjust themselves to life.

"On the immediate staff are Healy, a psychiatrist," writes Mr. Slesinger, "Bronner, a psychologist, Gilden, a psychiatrist with a keen interest and background in neuro-physiology, and two case investigators."

With this equipment and purpose, then, the new subdivision of Yale will begin its task. And the underlying reasons for that task, expressed in broad terms by President Angell in the *Yale Alumni Weekly*, are these:

"At the close of the War, thoughtful persons who had had contact with the great problems of organization and administration which were involved in the prosecution of that titanic struggle, were naturally deeply impressed with the extraordinary resources of a physical and mechanical character which had been disclosed as being at the disposal of mankind. But still more impressive to them was the obvious lack of any corresponding knowledge and command of the purely human resources. . . . The courts, the social agencies, schools, hospitals—all had the same story to tell of failure to recognize and deal effectively with existing human traits in their relation to the social order. The great war itself sprang from the breakdown of the political and social agencies designed for the controlling of international relations. In other words, the time had obviously come for some form of human engineering."

## No Federal Department?

**S**TEADILY INCREASING PRESSURE for a Federal Department of Education, which seemed to receive added impetus when President Hoover chose Ray Lyman Wilbur as Secretary of the Interior, received a setback recently when Mr. Wilbur declared against it. Addressing the annual meeting of the American Council on Education, Mr. Wilbur said:

"The place of the National Government is not that of supplying funds in large amounts for carrying on the administrative functions of education in the communities, but to develop methods, ideals and procedures, and to present them, to be taken on their merits. . . .

"The object of those of us who seek the greatest possible advantages for all from education can, it seems to me, be accomplished without disturbing the initiative and responsibility of local and state units of government."

Before Secretary Wilbur's appointment was announced, it was thought that President Hoover, after some time, planned to appoint him as head of a new Department of Education.



## WHOSE GUIDING HAND?

AS MUCH as a pilot fears anything, he fears fog! . . . The moment the dank coolness of a cloud bank enfolds him, he is blind and lost, unless some unseen hand is stretched forth to guide him! . . . Storm-tossed, high above the dark earth, with a rolling sea of blinding vapor below him, where can he turn in the empty sky for help and guidance to clear flying and safe landing? . . .

The Weather Man at Washington who watches the pathways of ships at sea . . . who warns the traveler on his way . . . who tells the farmer clearly when danger to his crops is rolling towards his horizon . . . *the Weather Man is now lifting his eyes to the pathways of the sky!*

A system of hourly weather reports issued by the United States Weather Bureau will soon be available to all aviators. These reports will make it possible for a pilot taking off in blinding snow or fog to know with certainty that at a definite distance beyond the clouds both sky and earth are clear and sunny. At every airport reached by radio, telegraph, or telephone, government reports will tell exactly every few hours what weather conditions are

at all points of the compass beyond the immediate horizon. . . .

This latest marvel of governmental efficiency overcomes the last great obstacle to the commercial efficiency of aviation. . . . It will never be possible to turn aside the destructive onslaughts of storms, nor will we ever be likely to dissolve the smothering fog. A hundred years from now the same storms and fogs will draw perilous nets between the harborless sky and the safe anchorage of clear, firm land. *But all the vagaries of the weather will be charted as clearly as the tides and currents of the ocean and a guiding hand will help the pilot always on his way. . . .*

Twenty-eight years ago a black hurricane burst out of the Gulf of Mexico upon unsuspecting and unprepared Galveston, and six thousand people perished in its path. Last year when an even worse hurricane burst out of the South Atlantic, for ten days . . . from the hour it was born in a sluggish whirlwind in the middle of the sea until it died away in light breezes in Canada . . . the Weather Man at Washington followed every ruffle of this terrific storm. Information had

flown in to him by radio and telegraph . . . his well-conceived warnings were roared forth from the broadcasting station at Arlington . . . and when the storm burst *the seas had been cleared of shipping and all coastal cities were braced and ready.*

Today far greater precision is being attained in weather forecasting—so that every breeze may soon be charted for the guidance of the commercial pilot!

The American people are now awake to the significance of aviation. Lines of flashing beacons mark the routes of commercial planes on their swift way. Every modern city of importance or ambition has equipped itself with airports. Business men, travelers, and tourists, are rapidly becoming habituated to the use of planes for rapid transport. The air-mail is a commercial factor of importance. Soon the whole sky will be open to all.

Ford all-metal, tri-motored planes are flying safely in continuous service, carrying passengers, mail, express and freight, not only over lines that criss-cross the United States, but also in Mexico, South America, and as far south as the Antarctic Circle.

## FORD MOTOR COMPANY



## Winning Profits from Aviation

**W**ITH AMERICA LEADING in the production of aircraft in 1928, amounting to about 4600 planes, and with an estimated output of 12,000 planes during the present year, the expansion movement now under way in the industry is clearly evident. Moreover, the participation by leading financial and industrial firms more recently has quickened the pace and has stimulated public interest in aviation securities. Earnings reports showing actual profits in a few instances, even at this early stage, have added their effect. Many investors are therefore seeking to find the "General Motors" of the aviation industry and to place their investments for future profits.

True, the industry is expanding rapidly and profit possibilities are large. But, as one banking house has pointed out, "just like any other new business, aviation has some pitfalls which the investor must guard against." Another house warns: "The fact that the industry is still in its development stage means that risks are accordingly great. It is apparent that new issues of aviation stocks should be scrutinized with the utmost care and the average investor should consult either his banker or a high-grade investment house before purchases are made." We quote also from an editorial in the *Wall Street Journal*: "Investment funds are being invited into the new field from many points, obviously suggesting the prudence of discrimination and the applicability of the old rule that the promise of large profits carries with it the corresponding risk of loss."

Aviation has for its guidance the experiences of the automobile industry and the railroads. Consolidations and mergers are taking place, tense competition will develop, profit

*AN ARTICLE on the airplane and its use by the average man, written by a member of our own editorial staff after an extensive survey, is scheduled for publication in the next issue. This article will tell what sort of airplanes—and how many—are now being manufactured, what their uses and shortcomings are so far as the layman is concerned, how much they cost, what upkeep expenses are, what a layman has to do to learn to fly, and how safe flying is.—THE EDITOR.*

margins will be narrower, and a comparatively small number of companies will eventually dominate the field. Changing market demands and over-expansion must also be considered. And as regards transport, an investment house reminds us that "if caution is not exercised, air routes may be started where there is no possibility of sufficient traffic for years to come, where competition may spring up overnight, or where the flying or maintenance conditions are so difficult as greatly to increase operating cost. There is also, ever present, the probability of future

regulation of rates, schedules, equipment, wages, and even earnings by a government body such as the Interstate Commerce Commission." So much for transport.

In comparing the engine market and the airplane market, Pynchon & Co. has pointed out, in an excellent booklet on the industry, that "to build an airplane motor it requires far greater precision, far greater engineering skill, and more careful selection of materials than to build any other type of internal combustion machinery. For this reason a motor company must be thoroughly financed and must have at its disposal competent factory executives and hands. This explains the comparatively small number of new aircraft motor manufacturers as compared with the recent additions to the ranks of plane producers.

"A new motor, although it may be an almost exact copy of a preëxisting and proven type, is not readily accepted by the operator of aircraft. Whereas an aeroplane, providing it follows conventional lines, needs only to be flight-tested for a few hours before surface characteristics are known. A machine that 'flies nicely' is marketable almost immediately. The reliability of fuel and oil consumption in a motor must be proved by record-breaking flights or by many months' experience. . . . Mortality in the airplane manufacturing field will be much more rapid than that in the engine field or than among those companies manufacturing both planes and motors."

The Aircraft Year Book recently issued by the Aeronautical Chamber of Commerce emphasizes "the merging of engineering, design, production, training, local service, and trunk-line operation—all under a single group or company" as featuring the expansion of the industry in 1928. Also, "convinced that the



By Hanny, in the Philadelphia Inquirer ©

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## Finance and Business



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Charles L. Bradley

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H. A. Scandrett

C. M. Keys

W. E. Boeing

Graham B. Grosvenor

## LEADERS BEFORE THE PUBLIC EYE

Mr. Bradley, a Cleveland banker and Van Sweringen associate, was recently elected as the first chairman of the Erie Railroad. Mr. Scandrett is president of the Chicago, Milwaukee, St. Paul and Pacific Railroad, whose recovery following reorganization is noted on another page. Messrs. Keys, Boeing, and Grosvenor are leaders in aviation—Mr. Keys as head of the Curtiss and associated companies, Mr. Boeing as chairman of the United and head of the Boeing manufacturing interests, and Mr. Grosvenor as president of the new Aviation Corporation.

time was at hand for establishing air transport on a sound basis where it would be in as favorable a position as other consolidated surface systems, several of the experienced operators during the year participated in the organization of holding companies. Others, while maintaining their corporate identity, joined with financial groups controlling many units of the industry." This movement has continued with increasing force in 1929.

On the road to stability every new industry must go through the stages of formation, expansion, over-expansion, correction, and merger. The aircraft industry is clearly in the merger stage, but opinions differ as to over-expansion and the possibility of future needs for corrective measures. If the latter develops, the situation will undoubtedly be strengthened by the group organization that is now taking place and by the banking interests that are acquiring leadership. And, as W. S. Aagaard & Co. of Chicago has stated, "in purchasing aviation stocks it is apparent that one is not purchasing value, but prospects. Therefore, it is well to bear in mind that financial backing is of the utmost importance to ultimate success."

**I**N VIEW OF THE MANY recent changes, the following major groups or holding companies in the industry, with their interests or properties, are listed. These do not attempt to include all the leading companies of course. They identify chiefly by banking connections in so far as the group movement has progressed.

*The United Aircraft and Transport Corporation.* This is a holding company sponsored by the National City Bank of New York, and its holdings include the Pratt & Whitney Aircraft Company of Hartford, Connecticut, makers of the Wasp

and Hornet air-cooled engines; the Boeing Airplane Company and the Pacific Air Transport, which operates mail and passenger planes between Seattle and Los Angeles; the Boeing Air Transport Company of Seattle; the Hamilton Metalplane Company and the Hamilton Aero Manufacturing Company of Milwaukee; the Chance Vought Corporation of Long Island City, New York, builders of the navy Corsairs; and the Stout Air Lines, Inc., of Detroit, which operates regular passenger service between Detroit, Chicago, and Cleveland and a charter plane service out of the Ford Airport at Dearborn. The Pratt & Whitney Company announced some time ago the formation of a Canadian company to build air-cooled aircraft motors in Canada. The Boeing Airplane Company is also in-

corporating the Boeing Aircraft of Canada, Ltd., to acquire the Hoffer Beeching Shipyards of Vancouver, B. C., and to build airplanes and flying boats. The United has also purchased 50,000 shares of Aviation Corporation of the Americas (listed in the "Hoyt interests" following), and has reached an agreement whereby the latter operates to the south of the Mexican border while the United through its Pacific Coast subsidiaries controls the ways to the north. Frederick B. Rentschler, brother of the National City Bank's new president, is president of the United.

*The Keys Group.* Quoting from a booklet on the Curtiss and associated companies, "an informal and flexible set-up has been found preferable, but dominating the entire organization with its widely varying functions is a closely allied group of men consisting of C. M. Keys and his associates." These men, bankers and leaders in aviation, are interested in a list of companies whose activities embrace practically every phase of the industry. The companies include:

Engineering and manufacturing: Curtiss Aeroplane and Motor Company, Curtiss-Robertson Airplane Manufacturing Company, Curtiss-Reid Aircraft Company, Ltd., Curtiss-Caproni Corporation, Sperry Gyroscope Company, Sikorsky Aviation Corporation (a substantial interest), and the Cessna Aircraft Company (distributing rights).

Sales and service: Curtiss Flying Service, and the Curtiss Aeroplane Export Corp. and the Curtiss Airport Corp.

Transportation: the National Air Transport, Transcontinental Air Transport (the air-rail route operated jointly with the Pennsylvania Railroad and the Atchison, Topeka & Santa Fe Railway), and the Southern Air Transport.

O. H. CHENEY, vice-president, Irving Trust Company, New York, in the *N. Y. Times*:

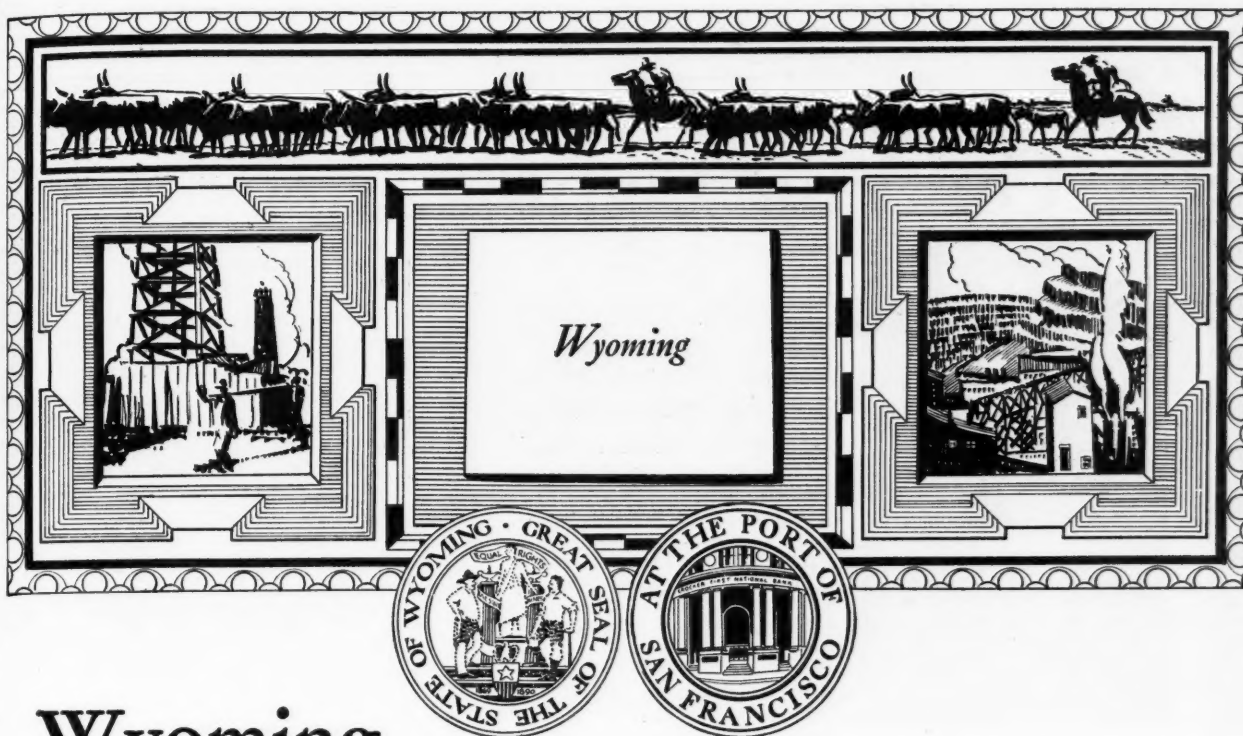
*"The secret of the present high degree of efficiency of American production is not size, but the use of modern methods of control and management."*

JAMES R. LEAVELL, executive vice-president, Continental Illinois Company, Chicago, in the *Chicago Tribune*:

*"We have learned that costs can be reduced and profits maintained by spending money for new and improved plants."*

From "THE CHAIN STORE," a survey made by the Central Union Trust Company of New York:

*"Manufacturers today have to consider chain distribution in a large way, not only from the standpoint of selling chains, but also from that of competition."*



## Wyoming

.... "upon the  
great plain"

THE Indian word for Wyoming meant "upon the great plain." Mountain-flanked valleys and wide plateaus, besides furnishing ideal pasturage, yielded the original American crop (corn) which leads today in making the State a noted granary.

Millions of beef cattle formerly dotted the upland ranges. Wyoming is still a great cattle state, despite reduction of the grazing area by expansion of agricultural enterprise. But sheep now dominate the livestock industry, the annual wool production exceeding all other states but one.

Wyoming ranks among the first six oil states, with fifty producing fields in fifteen of her twenty-three counties. And more iron is mined there than in all other Rocky Mountain states combined.

In reserve resources, Wyoming shares generously in the West's natural endowments. Geologists report that over 150 varieties of useful minerals and clays are found in the State's mountain ranges. The timber stand of 13 billion feet is comparatively modest in the Western Empire, but deposits of high-grade coal are considered adequate to supply the nation for a hundred years.

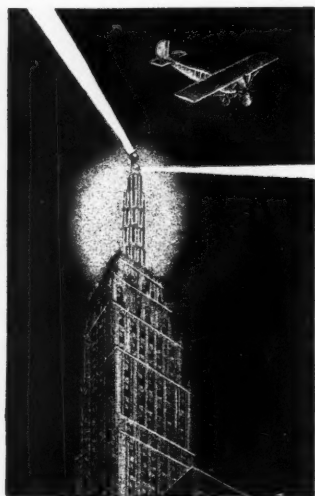
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## Finance

Finance: the Aviation Securities Corporation, Aviation Corporation of California, Aviation Securities Corporation of New England, North American Aviation, Inc. (an investment trust), Aviation Exploration, Inc., and Curtiss Assets Corporation.

Two points of common contact between the Keys group and the Hoyt interests following are: (1) the National Aviation Corporation, a financing organization of which Mr. Keys is chairman, and Mr. Hoyt head of the executive committee; and (2) the Aviation Credit Corporation, of which Mr. Hoyt is the chairman. The latter is "an offshoot of the Commercial Credit Corporation and is designed especially to finance the sales of aircraft, motors, and accessories on a time basis."

*The Hoyt Interests.* "Paralleling the foregoing group and in many ways closely cooperating with it, is another headed by Richard F. Hoyt of Hayden, Stone & Company," says the Aircraft Year Book. It is also pointed out that Mr. Hoyt and his associates have extended their activities through the entire range of aviation, including production, operation, and finance. In addition to the affiliated companies noted above, the Hoyt interests include: Wright Aeronautical Corporation, makers of the famous "Whirlwind" motors; Keystone-Loening, a merger of the Keystone Aircraft Corporation and the Loening Aeronautical Engineering Corporation; the Travel Air Company; the Moth Aircraft Corporation; New York Air Terminals, Inc.; and the Aviation Corporation of the Americas, a holding company for the Pan-American Airways, Inc. A point of contact between the Aviation Corporation of the Americas and the United Aircraft has already been noted.

*Aviation Corporation.* This holding company was announced early in 1929, sponsored by Lehman Brothers and W. A. Harriman & Co., New York banking houses, and with Graham B. Grosvenor as its president. The Aviation Corporation has acquired control of the Fairchild Aviation Corporation, the Colonial Airways, Embry-Riddle, and the Universal Aviation Corporation. These extensive units, with their subsidiaries throughout the country, are engaged in all the main branches of the industry.

An interesting development was the recently formed Bendix Aviation Corporation—a \$140,000,000 aviation accessory merger—with Vincent Bendix as president and the heads of each of the groups outlined here on the board of directors.

And from St. Louis still more recently came the announcement of a new issue for the Allied Aviation Industries, Inc., sponsored by Love, Bryan & Co. and Augustine & Co. The Allied will acquire,



# The Dollars return to town

**A**N oil refinery—the big plant in the town—faced a deficit of \$2,000,000. Dollars ceased circulating and the whole section was suffering from business depression. At length the Guardian was asked to diagnose the case.

Our investigation showed that the company had a good product but an obsolete plant with hit-or-miss production and sales methods.

On our advice \$700,000 was invested in new equipment, certain shifts in personnel were made and an entirely new line of sales outlets was developed. Within two

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## Finance

according to the announcement, the aircraft engine business of the Velie Motors Corporation and the assets of Mono Aircraft, Inc., for its wholly owned subsidiaries, the Lambert Aircraft Engine Corporation, the Mono Aircraft Corporation, and the Aviation Accessories Corporation.

The names of many subsidiaries have necessarily been omitted in these groupings. Also, there are others operating independently, and changes are taking place almost daily. To quote Pynchon & Co. again: "The present state of commercial aviation might be entitled 'The Survival of the Fittest,' and survival . . . will undoubtedly mean profits and large ones."

### Airports

**A**VIATION INVESTMENTS more local in character are resulting from the financing of municipal airport developments. Two million dollars by St. Louis, for example, and numerous bond issues voted upon and passed in other communities.

As this race of cities for recognition as aviation centers gets under way, however, Francis Keally of the Columbia University School of Architecture, voices a warning of the dangers of airport building without consulting competent authorities. He has made a study of airports in this country and in Europe. Recently in New York he cited the reconstruction of Croyden in England and Le Bourget in Paris, and asserted that in this country similar costly rebuilding could be avoided only through the collaboration of engineers, architects, city planners, and experts on aviation.

## Radio

**M**ORE THAN 40,000,000 people in this country alone have become radio listeners, radio receiving sets are in more than 10,000,000 homes, and the industry has developed a business volume in excess of \$600,000,000 annually. These interesting figures are given in an excellent survey of the radio industry published in the current issue of *Trade Winds* by the Union Trust Company of Cleveland.

The bank points out that one-half of the total receiving sets of the world are in the United States, with one to every three families, and that "no saturation point is yet visible." The European market is still in its infancy and the rest of the world virtually untouched, although our exports of apparatus last year reached a total of \$12,000,000. The real history of radio, it adds, is still in the future.

With the average cost of sets sold by dealers reduced from \$231 in 1927 to

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## Finance

\$158 in 1928, "the radio has reached the same stage as that of the automobile." This is attributed to the fact that engineering principles are fairly stabilized, with immediate development to be along lines of further refinement of the present product. Sales will be largely replacement sales, with more intensive sales methods and with the industry going to the public through prospect lists, direct mail and personal solicitation in addition to present broadcasting methods.

As compared to one radio for every twelve persons in the United States, the bank points out that there is one to every seventeen in Sweden, eighteen in England, nineteen in Argentina, twenty in Austria, twenty-five in Germany, thirty-three in France, fifty-four in Czecho-Slovakia, 108 in Japan and 160 in Italy. As compared with nearly 700 broadcasting stations in this country, Europe has 200, South America sixty-two, Australia twenty-five, and Japan seven.

### RADIO-VICTOR Corporation of America:

In line with unification plans of the Radio Corporation and the Victor Talking Machine Company during recent months, came the announcement late in April by General James G. Harbord, President of the R. C. A., that "the world-wide sales organizations of Victor and the Radio Corporation will be brought together under one management." The Radio-Victor is the new wholly owned sales subsidiary.

## Investment Trusts

ROVER O'NEILL & COMPANY, with the cooperation of leading companies in the field, recently completed a copyright analysis of investment trusts of the general management type. The survey indicated that American investment trusts in 1928 earned an average net income of 11.2 per cent. on invested capital, and that the average of total earnings exceeds 25 per cent. when unrealized profits are included.

The analysis included all important companies which have operated one year or more—a total of eighty-five, of which sixty-seven are general investment companies, thirteen restrict their investments to specialized types of securities, four are general investment trust funds, and one is a specialized investment trust fund. The total invested capital was \$520,893,196 for the eighty-five companies. Eighty of them reported total gross earnings of \$61,363,835, while thirty-eight reported \$30,102,539 of unrealized profits.

Bonds have been issued by twenty-three of the companies included in the analysis, and the total of the issues out-

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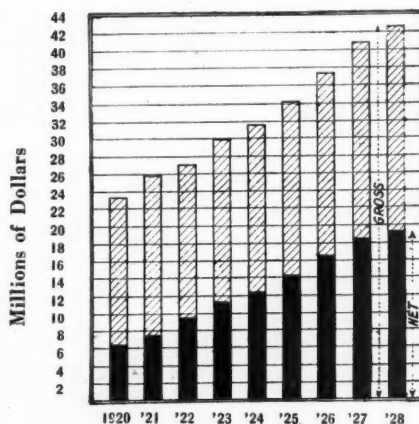


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## Finance

standing comprises 27 per cent. of the invested capital of the eighty-five companies. Of those who have issued bonds as a means of securing additional capital for investment purposes, twenty companies furnished statistics relative to earnings applicable to bond interest requirements, showing that interest charges were earned 5.1 times. A total of sixty-one companies have preferred stock outstanding, of which fifty-seven reported net income available for preferred dividend requirements equal to more than 3.5 times.

According to the Grover O'Neill report, a conservative dividend policy with respect to payments on common stock was reflected by analyzing the thirty-eight companies reporting amounts available for common-stock dividends. These showed a net income of \$12,981,100, and unrealized profits of \$30,102,539, or a total of \$43,083,639, available for dividends on the common. Of the total amount only \$3,035,300, or 7.1 per cent., was paid out to stockholders.

## Banking

INSPIRED PERHAPS by the activity of New York national banks and of the National Bank of the Republic in Chicago in splitting their shares under the provisions of the national bank law, the directors of the Chicago and Cook County Bankers' Association early in May petitioned the Illinois legislature to amend the bank act of that state and grant similar privileges. The announcement was made by Secretary E. N. Baty.

Meanwhile, the First National Bank of Boston and the Union Trust Company of Cleveland were two other nationally known institutions that announced stock split-ups. The Boston bank prepared also for increased security business by segregating the ownership of the First National Corporation, while the Cleveland bank announced plans for organizing a separate securities company.

New York bank mergers added a report of an Equitable Trust-Seaboard National combination to join the front rank of New York trust companies. The Giannini interests through the Bank of America have also absorbed two Brooklyn banks, the Traders National and the Nassau National.

## Railroads

"ANOTHER GREAT railroad is staging a remarkable recovery from years of depression and financial difficulties." So said the Chicago *Tribune* following President H. A. Scandrett's release of the first annual report of the Chicago, Milwaukee, St. Paul and Pacific since the re-



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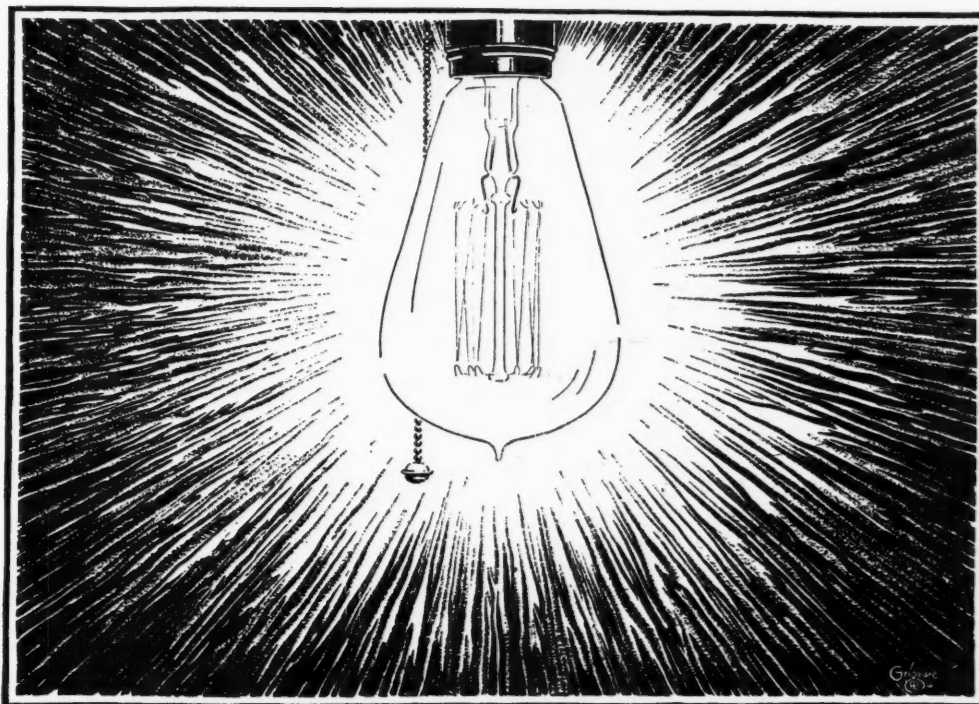
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## Finance

organization which became effective on January 13, 1928.

As the result of last year's prosperous conditions and the efforts of the new management, the paper continued, the St. Paul had the largest gross operating revenue in its history. This was accomplished as the result of a gain of \$8,421,981 in freight revenue and in spite of a decline of \$1,122,020 in passenger revenue compared with 1927. Rehabilitation also helped, as more than \$13,000,000 was expended in net additions to road and equipment, not including normal maintenance.

"But the most striking result of the year," the *Tribune* pointed out, "is that net income was \$9,261,971 after all charges, which would be equivalent to \$7.77 a share on \$119,175,000 of 5 per cent. preferred stock. No dividends were paid, but a surplus of \$8,495,953 was established after making adjustments. In 1927 the old St. Paul company had a deficit of \$6,320,277."

## Inventories

INVENTORIES generally showed no extraordinary increases despite an upward trend in corporation profits last year, according to the *New York Times*, indicating the care which managements are taking to guard against a repetition of post-war overproduction.

In reporting an analysis prepared by Ernst and Ernst, accountants, the *Times* pointed out that, of thirty groups of industries, comprising 762 companies, ten groups actually showed smaller year-end inventory valuations in 1928 than in 1927. Also, reports of both sales and inventories for both years, which were available for 494 of these companies, showed that the ratios of the year's sales to the year-end inventories were greater for eighteen groups and smaller for twelve groups, in a comparison of 1928 figures with those for 1927.

The tables, prepared by Ernst and Ernst and based on the reports of the 494 corporations, showed that inventories at the end of 1928 were 6.8 per cent. higher than at the close of 1927. Sales were 8.16 per cent. higher last year. For the larger group of 762 companies, including those reporting inventories but not sales and therefore not represented in the figures above, the inventory increase averaged 3.89 per cent.

"The industries showing higher ratios of sales to inventories in 1928 than in 1927," it was stated in the analysis, "are: Automobiles, auto parts and accessories, business equipment, chemicals, coal mining, electrical supplies, food products, hardware, iron and steel, machinery and tools, sundry metal products, oil producing and refining, printing and publish-

## Finance

ing, rubber products, textiles, tobacco products, miscellaneous traders, and unclassified industrials.

"The groups showing smaller ratios of sales to inventories in 1928 than in 1927 are: Brass and copper, building supplies, clothing, department stores, beverages and confections, meat packing, furniture manufacturers, glass products, mining and smelting, paper products, railroad equipment and shoe manufacturers."

## The Movie Industry

WILLIAM FOX, president of Fox Film Corporation and Fox Theaters Corporation, made a radio talk on May 2 sponsored by Halsey, Stuart and Company. He spoke on the motion picture industry. As evidence of stability, he pointed out that motion picture theaters are among the last business enterprises to feel a depression, and among the first to recover with the return of prosperity. As evidence of adaptability of management, he cited the rapid development of the "talkies" as soon as their merit was demonstrated. As evidence of progress, he quoted figures—employment, 350,000 persons; motion picture theaters, about 20,000; seating capacity, about 18,000,000; weekly attendance, more than 100,000,000; present investment, \$1,750,000,000 estimated.

It was Mr. Fox who, after eighteen months of preparation and expenditure of some \$15,000,000 on new studios and laboratories, announced last March that his company would henceforth produce only sound pictures. His "policy of signing up stars of the legitimate theaters wholesale," reports the *New York Times*, "together with dramatists and musical comedy personnel, will make it possible for patrons of every cross-road village movie house equipped with sound machinery to see and hear high priced Broadway performers in pieces mounted by the foremost directors."

On May 7 Dr. Lloyd A. Jones of the Eastman Kodak Company demonstrated at a meeting of the Society of Motion Picture Engineers "a new process for employment of color tints in talking movies to enhance the mood of a particular scene through the psychological association of color and emotion." It is for use where the sound effects are on the film instead of on a record, and a scene can be flooded with sixteen tints instead of only eight as formerly used in silent pictures. This does not mean that sound pictures will go into natural colors, as difficulties in this direction are yet to be overcome, but they "will be enabled to project scenes in all-over tints."

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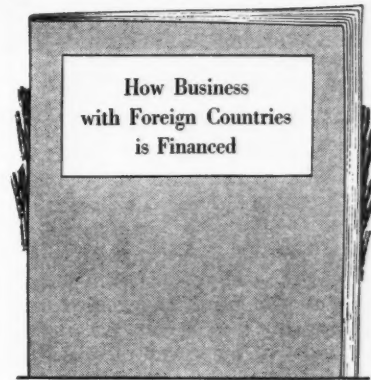
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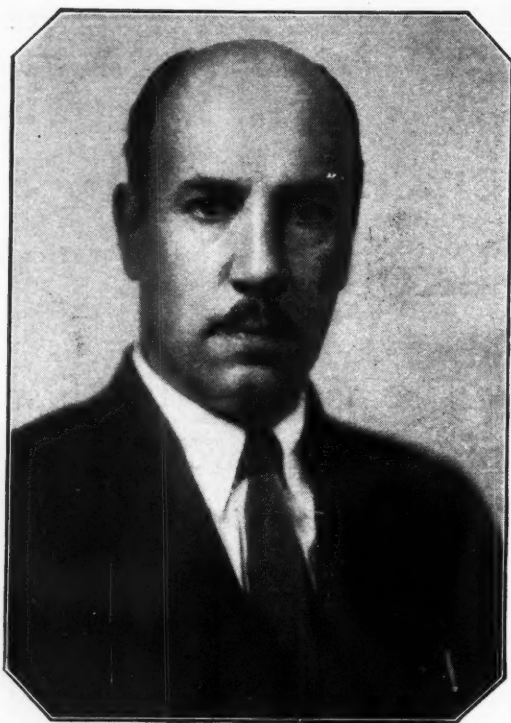
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*This booklet explains, with many illustrations, the methods and forms generally used in modern foreign trade financing. It will be sent to interested executives on request.*



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IGOR SIKORSKY

**H**IS NAME IS Igor Sikorsky, and he is, or was, Russian. He is not tall. There is the barest promise of accumulating plumpness at his waistline, a most pronounced retreat of the hair from his well-rounded forehead. And the voice that comes from under his small mustache is soft and musical, with something of the mellow quality one often finds in the voices of dealers in old books.

Now forty, this man had built his first successful airplane at twenty-one. At twenty-four, he was the beardless father of Russian aviation, the prodigy of a new science, who gave the world the principle of the multi-motored airplane. At twenty-five he tackled the job of building a fleet of bombers for the Russian army. After the War, came an eclipse in his personal fortunes. But now he is here in America, building multi-motored amphibians in a Long Island factory visited by the prosperity of our growing airplane industry. His story is told by Charles J. V. Murphy in the *American Magazine*:

"Igor Sikorsky was born at Kiev, Russia, in 1889, the son of well-to-do parents. His father was a professor of psychology at Kiev University, an excellent scholar, and an understanding parent.

"The boy Sikorsky was passionately fond of mechanical things—pulleys, wheels, and such devices that tend to lessen the labors of men. One day, while sitting on a window ledge overlooking the family wash hung out to dry upon the line, he idly observed one of his father's best shirts flapping in the wind. To the thirteen-year-old boy this piece of wash on the line suddenly became pregnant with meaning. If air pressure

## About Men and Women

### The Story of an Airplane Builder

could thus lift Professor Sikorsky's heavy-bosomed shirt, why could it not lift other surfaces?"

It could, as Sikorsky found later. But first he had to carry his idea through early schooling at the university and the Naval Academy, through special training in mathematics and physics at Paris, and a final concentrated study at the Kiev Polytechnical Institute. He finished this schooling at eighteen, in 1907, just before the flights of the Wright brothers, begun in 1903, became familiar to the world at large.

"When I read about them," says Sikorsky, "I decided immediately that I would build an airplane."

Working with money supplied by his father, he first tried a helicopter, realizing the advantages of a machine that would rise straight from the ground. But his helicopter didn't rise at all, much to the amusement of a goodly crowd of friends. In the spring of 1910 came another, which rose five feet, fell, and collapsed. But before that same year was out he had built three airplanes. The first was a biplane with a 15-horsepower motor.

"Cajoled by a wind of about gale intensity," writes Mr. Murphy, "it was persuaded to leave the ground. But when it returned to Mother Earth, they gathered it up in wheelbarrows."

The second one, with twenty-five horsepower, flew six hundred feet before crashing. And the third carried on for fifty-nine seconds before pitching earthwards simply because its designer had not yet learned to fly. The next year he built his fourth and fifth, progressively stronger and more reliable. It was the fifth which carried him into his career. "Taking off from a field behind his factory, he soared to 2000 feet. Confidence came as the ship responded perfectly to the controls. He stayed aloft for an hour, dipping and rising in devious evolutions." With a

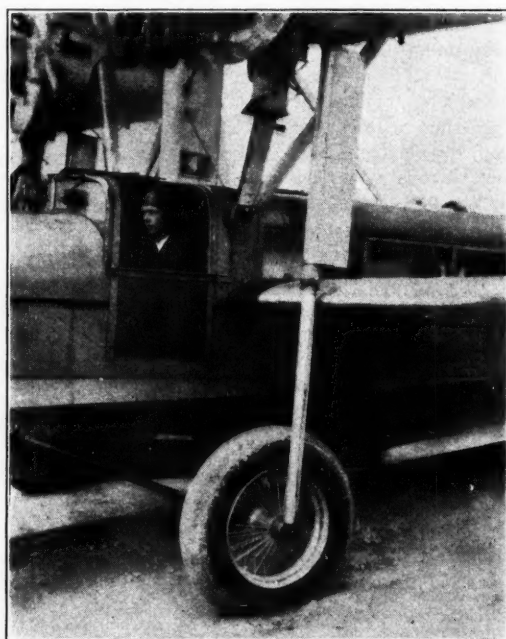
seventh plane he won the Petrograd Military Competition, and a prize of 30,000 pre-war rubles. He was then twenty-three.

It was an accident in one of his planes, Mr. Murphy reports, that gave him an idea. His motor had quit, and he had to come down quickly and precariously between a stone wall and a line of freight cars.

"Why not two motors," he thought, "or even three, or four? Thus, if one should stop, the plane could maintain flight on the others. More motors, other things being equal, would mean more power. More power would mean a greater margin of safety and reliability."

**O**THERS HAD had this idea, and failed.

But Sikorsky, now backed by the Russo-Baltic Railroad Car Works, went ahead with his plans, and built a four-motored biplane which flew. Then came the first multi-engined seaplane to fly. Another landplane flew 1600 miles to Kiev and back without accident or forced landing—and this before the War. A final pre-war giant, driven by four 225-horsepower French engines, lifted a total of twelve tons. Sikorsky dreamed of commerce by air.



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## Men and Women

Then came war. In the fall of 1914 Grand Duke Alexander, in charge of Russian aviation, summoned the twenty-five year old designer, and said:

"We must have as many bombers as possible. Nothing must delay you. We shall give you as much aid as possible. But we must have bombers. Success in a large measure depends upon you."

That day he began work, knowing that there were no motors manufactured in Russia, and that there were few pilots to fly the planes when they were built. But by the spring of 1915 the first of his fleet was ready. And by the spring of 1917, when Russia's military endeavor really ended, seventy-two others had followed it into the air.

"In all, these ships undertook some four hundred missions, most of them against fearful odds," writes Mr. Murphy. "Yet it is one of the great traditions of aerial warfare that Sikorsky's bombers always came back, some with one and even two motors literally shot out of the plane; others with the fabric sides torn to shreds by machine-gun fire. Only one of these magnificent eagles fell to earth."

Russia's revolution, with its disorder, its tragedies, and its new government, were too much for Sikorsky. With his foreman, but denied his blueprints by the Bolsheviks, he moved to France, and was commissioned to build more bombers. But there came the Armistice, and Sikorsky moved to America, birthplace of the airplane. There followed five lean years, for, barring the army and navy, there was little flying save in war-surplus planes.

In 1924 a group of compatriots, including the pianist Rachmaninoff, raised \$100,000 to incorporate the Sikorsky Aero Engineering Corporation. A twin-engined ship was built, crashed, was rebuilt and demonstrated the unheard-of ability to fly well on one motor. Then came a still more capable plane, built to fly Captain Fonck across the Atlantic, which crashed at the difficult take-off.

At the moment Sikorsky is building amphibians. They can fly on either of their two motors, have a top speed of 128 miles an hour, and can take aloft, to a height of 20,000 feet, more than a ton of passengers, mail, express, and baggage. At home in the air, on land, or on the sea, they are taking a useful place in American aviation. This year 100 of them have been contracted for; thirty going to the United States Navy.



MR. AND MRS. ROBERT M. HUTCHINS

Mr. Hutchins, at 30, has been appointed president of the University of Chicago. Mrs. Hutchins, a graduate of the Yale School of Fine Arts, is known for her sculptures.

## College President at Thirty

WHEN ROBERT MAYNARD HUTCHINS was appointed president of the University of Chicago comment centered on his youth, for President Hutchins, who takes office July 1, passed his thirtieth birthday only last January. But President Hutchins has a record as a scholar and administrator as well as his youth to recommend him. At Yale, for example, he took part in the ambitious project for a school of Human Relations described on page 106 of this issue.

"As dean of the Yale Law School," says an announcement from the University of Chicago, "he organized, in coöperation with Dr. Milton C. Winternitz, dean of the Yale Medical School, the Institute of Human Relations, which is to focus the social and biological sciences in a study of man and human relationships. As his individual contribution to this new type of study he has investigated the psychological aspects of the law of evidence. . . ."

"While Mr. Hutchins was developing the application of social science to the law, a similar experiment was being made in the medical school by Dean Winternitz. . . . The two Yale experimenters in education planned their efforts in the two fields together, and finally, to correlate the program and make it effective in all branches of human endeavor, conceived the plan of the Institute."

It has been pointed out that President Hutchins, although he is the youngest president of a large university in the country, if not the world, is not much younger than the first president of Chicago University, William Rainey Harper,

## Men and Women

who took office at thirty-four, or than Charles W. Eliot, who became Harvard's president at thirty-five. Yet perhaps he has had more experience as an administrator than either. He was Secretary of Yale University for five years, and then became Dean of Yale's Law School.

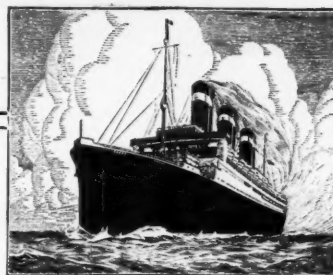
President Hutchins comes of old New England ancestry and of a family that is active in education. His father, William James Hutchins, graduate of Yale and the Union and Oberlin Theological Seminaries, is president of Berea College, Kentucky. His mother, Anna Laura Murch Hutchins, is a graduate of Mt. Holyoke College. A younger brother, Francis S. Hutchins, twenty-six years old, is head of "Yale-In-China."

Nicholas Hutchins, the first member of the family to come to America, settled in Groton, Massachusetts, in 1672. The family later moved to Danielson, Connecticut, where Mr. Hutchins's great-grandfather, Isaac, was a physician. The grandfather, Robert G. Hutchins, was a Congregationalist and Dutch-Reformed minister.

The new Chicago president was born in Brooklyn on January 17, 1899. He studied at Oberlin Academy, graduating in 1915, and then went to Oberlin College for two years, entering the ambulance service of the United States in 1917. He served with the ambulance corps until 1919, and was with the Italian army in 1918-19. The Italian government decorated him with the Croce de Guerra for bravery under fire. Entering Yale after leaving the service in 1919, he received his A.B. degree in 1921.

As a student President Hutchins was self-supporting, one of the means by which he paid his way being the organization and management of the Coöperative Tutoring Bureau, a group of student tutors. After spending two summers and one college year in the Yale Law School, in 1921 he married Maude Phelps McVeigh, daughter of Warren McVeigh of the New York *Sun*. They have one child, a daughter, Frances, three years old. The two years following his marriage, Mr. Hutchins was master at the Lake Placid School, New York.

In 1923 he was appointed secretary of Yale University, succeeding Anson Phelps Stokes, and in 1924 he continued his study of law during the summer. He graduated from the Law School in 1925 with an LL.B. degree, *magna cum laude*, and was elected to the Order of the Coif because of his scholastic record. After graduation, he taught in the Law School, becoming a full-time professor in 1926, but retaining the secretaryship of the University. When Dean Thomas W. Swan of the Law School was appointed to the Circuit Court of Appeals, Mr. Hutchins was made acting-dean, and afterward was appointed dean.



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THE MAGAZINE OF  
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## Men and Women

### The American Mr. Dawes

BETWEEN HIS TASKS as Vice-President of the United States and Ambassador to the Court of St. James's, General Charles Gates Dawes went as a private citizen to the Dominican Republic, there to set up a government budget system. In a few weeks he and his associates did so, leaving a sharp impression in that country. This impression is thus set down by the prominent Dominican journalist, T. Hernandez Franco, whose character study in *Informacion* is thus translated by Hugh O'Connor in the New York Times:

"General Charles G. Dawes is an American—an ultra-American. . . . If the United States did not exist, Dawes would have invented it for his own particular use. When he passes, the very air seems to take on the colors of the Stars and Stripes. Dawes could have been born by spontaneous generation out of the soil of his country, or from the top of a skyscraper or inside a portable typewriter."

General Dawes and his country are, according to Mr. Franco, the marvels of this earth. From the United States emerge paradoxes, absurdities, barbarities, contrasts such as millionaires and striking miners, skyscrapers and country gardens. Hovering over this land "with the poise of an eagle or the confidence of a child, is a triumphant people which shakes the world, gets itself into the tragedy of the war in Cuba, and outdoes God by putting asunder two continents with a ditch, which laughs with Mutt and Jeff and thinks with Dempsey, yet produces men who attempt to explain the unexplainable riches of the superhuman."

The man who inspired these paragraphs, General Dawes, is indeed an American American. He was born in Marietta, Ohio, on August 27, 1865, the son of General Rufus and Mary Gates Dawes. From Marietta College he earned an A.B. in 1884 and an M.A. three years later. Cincinnati Law School gave him his law degree in 1886, and that same year he was admitted to the bar. Soon he was interested in the gas and electric business, as well as law. By the campaign of 1896 he was an executive of the McKinley movement in Illinois, and a member of the Republican National Committee.

He organized the Central Trust Company of Illinois, in Chicago, becoming its president. He entered the War as a major of engineers, in 1917, and soon became general purchasing agent for the A. E. F. and a Brigadier General. After the War, in 1921, he became first director of the Bureau of the Budget. His

en

## Men and Women

appointment three years later as president of a commission to investigate the possibilities of a German budget, which led to the Dawes Plan of reparations, brought him world renown. It was in 1924 that he was elected Vice-President.

### Maker of a Little Theater

HALLIE FLANAGAN is director of the Experimental Theater of Vassar College. Working only with undergraduate actors and a college stage, she has developed a little theater important enough to attract New York dramatic critics and be debated in eclectic journals.

"Gay, pretty, and keen, Mrs. Flanagan is a product of Prof. George Baker's famous Harvard 47 Workshop," writes Ruth Howe in the *Woman's Journal*. Mrs. Flanagan is unwilling to talk much about herself, yet she confessed to Miss Howe that she had written and produced plays from the age of ten, adding:

"We acted them in our living room. In spite of the fact that they were very tragic, we repeated them as often as we could persuade the audience to remain."

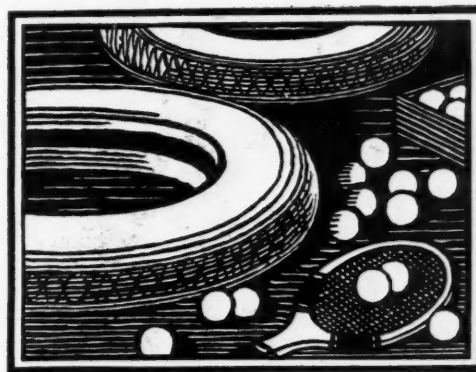
Mrs. Flanagan came originally from Iowa, where she took her A.B. degree at Grinnell. Later came an M.A. at Radcliffe, where she joined the brilliant young people studying under Professor Baker. Miss Howe continues:

"She has a small son, Frederick, now aged ten, who is keenly interested in his mother's work and becomes highly indignant when careless reviewers refer to her as 'Miss.'"

Her class at Vassar consists of fifty students who write plays, act, design costumes and settings, and "make up in faith what they lack in experience." With this material, nevertheless, Mrs. Flanagan has been able to win respect from a profession generally derisive of the academic theater.

"Probably the most discussed of her productions was that of an old play, Chekhov's 'Marriage Proposal,' according to three methods of presentation," writes Miss Howe. "The first time it was produced realistically, exactly as it was written, and the second expressionistically, abstracting the play to the central theme with highly stylized acting. The third, or constructivistic method, eliminates all decorative or pictorial effect from the stage in order that the actor and the action may be supreme. The settings are stripped skeleton structures which supply the physical aids to the play, such as stairs, platforms, and runways, all built up in space without backdrop or curtain. The actors, devoid of ornament, wear work suits."

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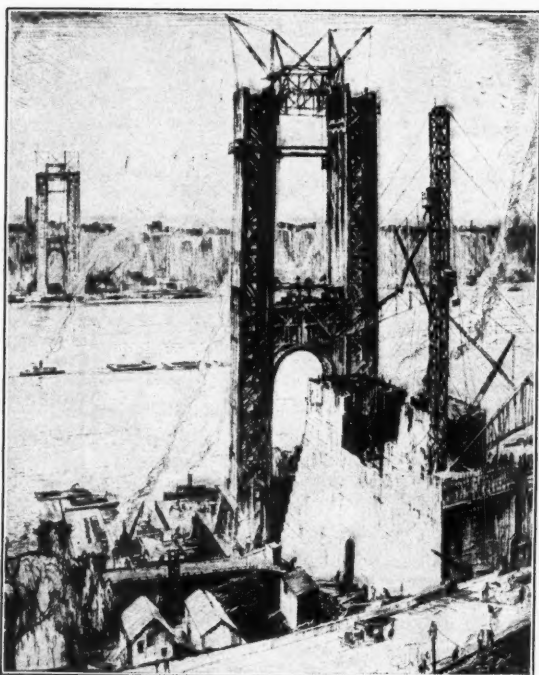
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From an etching by Earl Horte, in *Nation's Business*.  
THE WORLD'S LONGEST SUSPENSION BRIDGE

THE STORY OF ROEBLING, father and son, invites the attention of a modern biographer. John Augustus Roebling came to America from Prussia almost a hundred years ago, when canals and aqueducts and railroads were being built in profusion. To a scoffing engineering profession he demonstrated the practicability of suspension bridges employing cables of continuous wire rope, in the making of which he was a pioneer. The Monongahela Bridge at Pittsburgh, the railway bridge at Niagara, the span across the Ohio at Cincinnati—all were constructed by Roebling. While making a preliminary survey for a far more difficult job at Brooklyn he injured his foot, and died of blood-poisoning.

But the elder Roebling had a son, Washington Augustus Roebling, born in Pennsylvania and twenty-four years of age when he heard Lincoln's call for volunteers. He enlisted as a private in a New York regiment, but his education at Rensselaer Polytechnic, and his experience with his father, soon brought him a major's commission—and the task of building suspension bridges for the army, notably across the Rappahannock and the Shenandoah.

When the war was over Roebling the younger joined his father in preparations for erecting the greatest bridge of all, to connect New York with the neighboring city of Brooklyn. And when the father died before work had begun, the thirty-year-old son carried on. Establishing a foundation under the river bed, for stone towers that rise 272 feet above the water and carry the suspended cables, may be child's play for the engineer of today; but for the pioneer it necessitated bold decisions, and skilful planning guided by foresight rather than experience.

not only near the bridge but within easy sight of it, and that during the long months of his confinement he saw his brain-child rise piece by piece.

Forty-six years ago, in May, 1883, that first suspension bridge across the East River—connecting Brooklyn with New York—was opened to traffic. It was the longest suspension bridge in the world, even now one of the seven wonders of the metropolis. How much it influenced the movement of population can only be surmised, though we do know that Brooklyn since then has gained 300 per cent. while Manhattan has gained only 50. Three other vehicular and rapid-transit bridges followed it, across the same body of water.

AND NOW THE GIANT of them all is rising on the other side of Manhattan, spanning this time the wider Hudson River and connecting New York with New Jersey. The great Brooklyn Bridge becomes a pigmy. Its span of 1595 feet is not half so long as that of the Hudson River Bridge, whose piers are 3500 feet apart. Its 272-foot towers are dwarfed by those of 635 feet. A clearance of 133 feet above the water becomes one of 213 feet. The famous cables of the Brooklyn

# Science

## The Greatest Bridge of All

Roebling spent too many hours in the compressed-air caissons. He ruined his health. Too weak to talk to his assistants, and fearful that he would die before the job was completed, he drew minute plans for every phase of the work. He thus injured his eyes. In 1872 and again in 1873 he was obliged to quit, though there was ten years' more work to be done on the bridge. Tradition in Brooklyn has it that Roebling had selected a home

Bridge, 15¾ inches in diameter, are relegated to the museum of antiquities by the 36-inch cables to be spun on the Hudson Bridge, each made of more than 26,000 wires one-fifth of an inch in diameter. There will be more wire, and therefore more strength, in one of the four cables of the new bridge than in all four supporting the older span.

Most extraordinary item of all, however, is the fact that these new cables for the world's greatest bridge are to be the product of the same Trenton factory established by the original Roebling and still bearing his name. The present head of the works is a nephew of the man who built the Brooklyn Bridge.

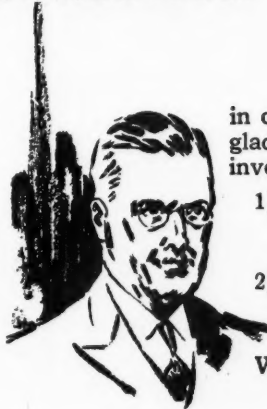
A GROUP OF ENGINEERS, scientists, college professors, and a mere journalist gathered at the Roebling plant one morning in May, not merely to see wire being made but to witness a special demonstration of its extraordinary strength. The scene of the test is a vast, high-ceilinged structure, erected over and around a giant machine, forty-three feet high—both building and machine having been created for no other purpose than to test the efficiency of a piece of wire rope. The rope is a sample of that being made to support a bridge bigger than has ever yet been constructed. It is not quite three inches in diameter, somewhat thicker than a man's wrist, but smaller than his fist, made up of 271 strands of steel wire. Its function is to support a unit of the bridge proper when attached to one of the huge suspension cables. Engineers of the states of New York and New Jersey have estimated the maximum load that this rope will ever be called upon to carry, plus a margin of safety, and have set the figure at 1,200,000 pounds, or 600 tons.

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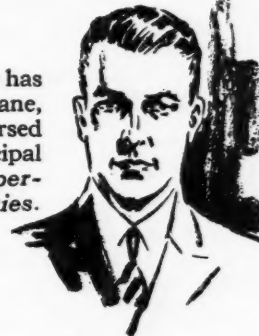
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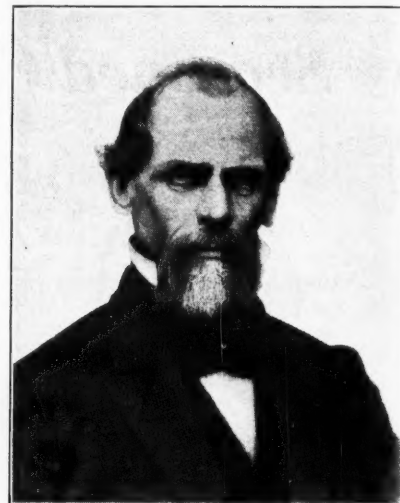
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**Science**



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In the *Ersatz Preussen* (substitute Prussia) German engineers are building a cruiser that can run away from any capital ship there is, outshoot any



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## Science

cruiser afloat, and stay away from her base longer than any war vessel in the world. She is described by Roswell H. Ward in *World's Work*.

Germany, Mr. Ward points out, has since the War been the one nation considered out of the running so far as navies are concerned. Under the Versailles Treaty she was restricted to building no naval vessel larger than 10,000 tons, and to mounting no guns larger than eleven inches. From these limitations German engineers have risen in triumph, producing the unparalleled performance of the *Ersatz Preussen* by a remarkable series of technical refinements. And the ironical part of it is that, even if they could duplicate these technical achievements, other naval powers like Great Britain and ourselves are prevented from building ships as capable—for under the Washington Treaty we cannot build a 10,000-ton cruiser with guns larger than eight inches!

THE FASTEST BATTLESHIP in the world is Britain's *Queen Elizabeth*, with a 25-knot speed. The *Ersatz Preussen*, writes Mr. Ward, will have a speed one knot faster—which usually will mean advantage greater than that, since battleships in formation cannot reach their maximum speed. It is true that our most modern cruisers, like the recently launched *Salt Lake City* and *Pensacola*, will have plenty more speed than that, as do our 10,000-ton class now. But we have seen that they are limited to 8-inch guns.

"In the opinion of Capt. A. M. Proctor, U. S. N.," writes Mr. Ward, "*Ersatz Preussen* should be able to fight a successful and decisive action with at least three of our 10,000-ton treaty cruisers."

Her main armament comprises six 11-inch guns, and her secondary battery of 5.9-inch guns ranks with the 6-inch batteries now used on many cruisers. In addition she has a protective armor heavier than any of her kind, achieved by weight-saving in hull and engines. She is minutely divided into water-tight compartments to save her from torpedoing, and further space and weight-saving, chiefly by engine efficiency, will allow her to travel 10,000 miles at 20 knots.

Most of her superior performance can be traced to her Diesel engines, which are still something of a mystery. Although motorships, propelled by Diesels, are now quite the thing in the Atlantic passenger trade and in merchant shipping generally, they have not been adopted by naval designers because of their weight of from 65 to 200 pounds per horsepower. The largest ones total 20,000 horsepower. But the *Ersatz Preussen* requires some 50,000, delivered from engines weighing 17 1/2 pounds per horsepower!

## NORTH CAROLINA

**Has More Cotton Mills than any State in the Union**

*Her prosperity attracts investors*

Largest hosiery and towel mills in the world. Largest Denim Mill, largest Damask Mills, largest Pulp Mill, largest Underwear Factory in America.

Home Mortgage Company Bonds on North Carolina property offer investors super-safety of principal and certainty of income.

All loans are repaid in monthly installments of principal and interest, thus increasing your security each month.

Write for our five points of safety, and booklet that gives complete facts about North Carolina's prosperity from the viewpoint of the investor. Address Dept. RR-6.

**HOME Mortgage Co.**  
Durham, North Carolina



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and her summer visitors find delightful enjoyment on her triple decked Navy Pier—292 feet wide, and extending 3000 feet into the waters of Lake Michigan. Costing some \$4,000,000, this unique pier provides seasonal recreation and Great Lakes steamship dockage. Edison Service provides electric power and light for all purposes.

**Commonwealth Edison Company**  
*The Central Station Serving Chicago*

Commonwealth Edison Company has paid 158 consecutive dividends to its stockholders. Send for Year Book. Stock is listed on The Chicago Stock Exchange.

Be "On the Square"  
with your wife  
and children

THE PRUDENTIAL INSURANCE COMPANY of AMERICA  
EDWARD D. DUFFIELD, President  
HOME OFFICE, Newark, N.J.

## Investment Suggestions

Below you will see summaries of booklets issued by reputable banking houses, trust companies, savings banks, brokers and other financial institutions. Strict rules of eligibility are made concerning companies advertising in this magazine. In writing to them please mention the Review of Reviews.

The following list of booklets may be of interest to you. Choose by number the ones you wish to see, fill out the coupon below and we will be glad to have them sent to you without charge, or you can write the Bankers themselves. Please enclose ten cents if the material of more than one company is desired.

49. **A VALUABLE AID TO BANKS AND INDUSTRIES**, a booklet describing how the Department of Economics and Survey serves investors by furnishing investment counsel, free, to individuals and institutions. Offered by A. C. Allyn & Company, 67 W. Monroe Street, Chicago, Ill.

55. **AN INDUSTRY THAT NEVER SHUTS DOWN**. A descriptive booklet of the properties owned and operated by the American Water Works and Electric Company, Inc., 50 Broad Street, New York City. Copies will be mailed upon request.

2. **WHAT IS THE CLASS-A STOCK?** An analysis of stock yield, the management, and the scope of the business is offered by the Associated Gas and Electric Company, 61 Broadway, New York City.

7. **CONVERTIBLE SECURITIES**. A booklet for the investor giving pertinent facts regarding convertible bonds and stocks. Offered by George H. Burr & Co., 57 William St., New York.

50. **HOW MUCH SHOULD YOUR MONEY EARN?** This question is attractively answered in a booklet with that title. Offered by Caldwell & Co., Nashville, Tenn.

47. **WATER SERVICE—THE ARISTOCRAT OF UTILITIES**, is a booklet describing water bonds as a sound form of investment. Offered by P. W. Chapman & Company, Inc., 105 West Adams St., Chicago, Ill.

10. **6½% FIRST MORTGAGE BONDS OF THE PACIFIC NORTHWEST**, a booklet describing this form of security is offered by W. D. Comer & Co., 1222 Second Ave., Seattle, Wash.

11. **COMMONWEALTH YEAR BOOK**, an illustrated detailed statement of the operations of the Commonwealth Edison Company of much interest to investors. Offered by Commonwealth Edison Company, 72 W. Adams St., Chicago, Ill.

13. **YOUR MONEY, ITS SAFE INVESTMENT**, a booklet telling about the particular bonds offered by the Fidelity Bond & Mortgage Co., 657 Chemical Bldg., St. Louis, Mo.

42. **HOW TO SELECT SAFE BONDS**, a pamphlet outlining some sound investment principles, offered by George M. Forman & Co., 112 West Adams Street, Chicago, Ill.

17. **NEW BOOK, "INVESTMENT GUIDE"**. This book describes First Mortgage Real Estate Bonds recommended by one of the oldest Real Estate Bond Houses, Grenebaum Sons Investment Co., La Salle and Madison Streets, Chicago, Ill.

51. **GUARANTY SERVICE**. A book describing the work of various departments and outlining services available to customers through these departments. Offered by the Guaranty Trust Company of New York, 140 Broadway, New York City.

43. **INSURING YOUR INTENTIONS**. A booklet giving much interesting information about the life insurance trust service and its possibilities is offered by the Guardian Trust Company, Cleveland, Ohio.

52. **LOOKING AHEAD FINANCIALLY**. A helpful booklet visualizing the factor of age in the financial affairs of men and women, and intended to help investors to build out of current income an accumulation of property to provide permanent income. Offered by Halsey, Stuart & Company, 201 So. La Salle Street, Chicago, Ill.

56. **FACTS ABOUT NORTH CAROLINA**, a booklet showing why the mortgages on small properties there are the basis for a good investment, is offered by the Home Mortgage Co., Durham, N. C.

41. **INVESTMENT REVIEW**. A booklet giving current information on the selection of securities for investment is offered by Hornblower & Weeks, 60 Congress Street, Boston, Mass.

24. **SECURITY BONDS**, a name applied to 6% real estate bonds which are guaranteed as to principal and interest by the Maryland Casualty Company, a \$40,000,000 corporation, are described in an illustrated booklet. Offered by J. A. W. Iglehart & Co., 102 St. Paul St., Baltimore, Md.

57. **MAKING MONEY IN STOCKS**. A booklet for investors offered by Investment Research Bureau, Div. 854, Auburn, N. Y.

29. **FOREIGN DOLLAR BONDS**, a booklet containing valuable suggestions for bond buyers and presenting the record of foreign loans in American markets. Offered by National City Company, 55 Wall Street, New York City.

31. **WATER, THE INDISPENSABLE UTILITY**. An interesting booklet, giving a detailed description of a water company's plant and operations, with special reference to the investment qualities of securities of water companies. Offered by G. L. Ohrstrom & Company, 44 Wall Street, New York City.

53. **STOCK AND BOND REGISTER**. A record showing the important features of each security which is held by investors. Offered by Otis & Company, 216 Superior Street, N. E., Cleveland, Ohio.

33. **SECURITIES BACKED BY MODERN ROAD BUILDING**. The largest road-building organization in the United States is Warren Brothers Company, Cambridge, Mass., whose illustrated booklet gives interesting facts about the Company. Offered by Paine, Webber & Co., 82 Devonshire Street, Boston, Mass.

36. **"HOW TO INVEST MONEY"**—is the title of a new booklet published by S. W. Straus & Co. It describes various types of securities and is a valuable guide to every investor. A copy will be sent free on request by S. W. Straus & Co., 565 Fifth Avenue, New York City.

45. **THE IDEAL INVESTMENT**, a booklet showing ten reasons for the safety of Electric Power and Light Bonds as a basis for investment, is offered by Thompson, Ross & Company, 29 South La Salle Street, Chicago, Ill.

39. **"INVESTMENTS THAT ENDURE"** is the slogan of the Utility Securities Company, 230 So. La Salle St., Chicago, Ill., and is applied to the various securities which are offered by the great public utility interests which the Utility Securities Company serves. Detailed circulars will be mailed upon request.

## Science

All in all, naval authorities the world over have been given something to think about. Mr. Ward quotes one gloomy naval authority who goes so far as to say that our "new cruisers are obsolete before they are built."

## Where the River Shannon Flows

UP NEAR SLIGO on the west coast of the Irish Free State, a river rises in County Cavan and starts somewhat proudly southward. Soon it broadens out into a lake, beautiful Lough Allen, passes on south again through counties Galway and Tipperary among others, through Lough Derg and County Clare, and on down to the sea below Limerick.

This stream, which thus cuts off almost a fourth of Ireland, is the River Shannon, famous in song and story, and symbol of the Emerald Isle. Ireland is still singing about the Shannon, but it is doing more. For four years it has been at work on plans which will, through an enormous hydro-electric development, carry the energy of Shannon to practically the entire Free State.

"The economic significance of this scheme can be realized," writes F. D. McHugh in the *Scientific American*, "when it is understood that the area to be supplied with power from this one source is over 25,000 square miles [more than the states of Connecticut, Rhode Island, Massachusetts, and Vermont together], that the plant is 120 miles from Dublin, which is the largest established center of consumption, and that high-tension lines up to 225 miles long will be needed."

This plant will more than triple the present electrical supply of the Free State. Since Ireland is chiefly a country of small farms, of potatoes, livestock, and stony soil, one may ask why this electrification project suitable to an industrial country. "The entire project was predicted upon the prospect of rapid expansion of industry," answers Mr. McHugh, "of the establishment and importation of new industries, and the possible use of River Shannon power on farms, for the manufacture of chemicals, etc."

The work was decided on early in 1925, after favorable experts' report on the suggestion of German engineers of the Siemens interests. The Shannon Electricity Act was passed four years ago this month; and when the work whose beginning is authorized is completed, there will be available 180,000 kilowatts from six generators. At present only partial development, comprising a plant of 90,000 kilowatts from three generators, is undertaken.

INVESTMENT BUREAU,  
REVIEW OF REVIEWS,  
55 Fifth Avenue, New York City

June, 1929

Please have sent to the undersigned literature numbered.....

Name.....

Address.....

If agreeable kindly state business.....

## Science

Considerable difficulties had to be overcome by the German engineers in doing their work. Not in all Ireland could be found the plant or equipment necessary for handling the 9,150,000 cubic yards of earth to be moved in digging and filling, for blasting 1,300,000 cubic yards of rock, or laying more than 220,000 cubic yards of concrete. Accordingly it was necessary to import from Germany some 125,000 tons of machinery, including amazing construction devices, fuel, structural wood and iron, and the like.

## Do Plants Have Heart Beats?

SIR JAGADIS CHUNDER BOSE, famous East Indian scientist, educated at Cambridge, founder of the Bose Institute at Calcutta, is the author of a number of books describing his researches into the mysteries of plant life—researches which have brought him a knighthood and various honorary degrees. In his latest volume he writes that plants have a circulatory system essentially like our own, and backs this up by numerous diagrams purporting to show the heart beats of various vegetables and flowers.

"It must be confessed that this is a sufficiently remarkable discovery," declares Dr. G. A. Persson in the *Scientific American*, "but the present writer has, with all due respect, to report one even more astonishing. He has been able time and again in his laboratory to produce a perfectly good heartbeat of fine rhythmic quality in a mere cotton lamp wick steeped in cabbage juice."

Dr. Persson confesses, however, that when his experiments seemed to indicate heartbeats, the cause was nothing more or less than poor technique. The beats might come from simple molecular attraction. When he guarded his apparatus rigidly from outside influences, he could obtain nothing resembling the pulsations reported by Sir Jagadis.

"My attitude toward the distinguished Indian savant is one, on the whole, of respectful admiration," continues Dr. Persson. "I acclaim his thirty years of inspired investigation into the dark places of plant life, upon which he has thrown much light."

Nevertheless Dr. Persson says of the latest experiments of this eminent investigator: "I hazard the opinion that they represent what psychoanalysts call a wish fulfilment. In plain language, I am forced to the conclusion that Sir Jagadis found heart beats in his plants because he wanted to find them there."

For those who demand proof, Dr. Persson offers in his article the record of his own experiments.

# St. Louis

*the Natural Aviation Center  
offers the Ideal Location for Aircraft  
Manufacturing and Allied Industries*

**AVIATION**—the next great Industry—offers tremendous business possibilities. Past the experimental stage, it is now entering the period of standardization. Problems of production and distribution...large-scale manufacturing...great combinations...sharp competition...are just ahead. The companies which will endure will be those in whose favor every advantage is operating. The first of these is Location.

In the thousand-mile open spaces of the Middle West is America's natural Aviation Headquarters. Comparatively flat, free from dangerous air-currents or large bodies of water, this area spots the center of the country and the center of population. Its manufacturing and distributing advantages, and its transportation, topography and climate, have already attracted nearly half this country's Aviation activities. At its focus is St. Louis, sixth manufacturing city.

## 76 of this Country's 153 Airplane Manufacturers are Already Located in the Central States

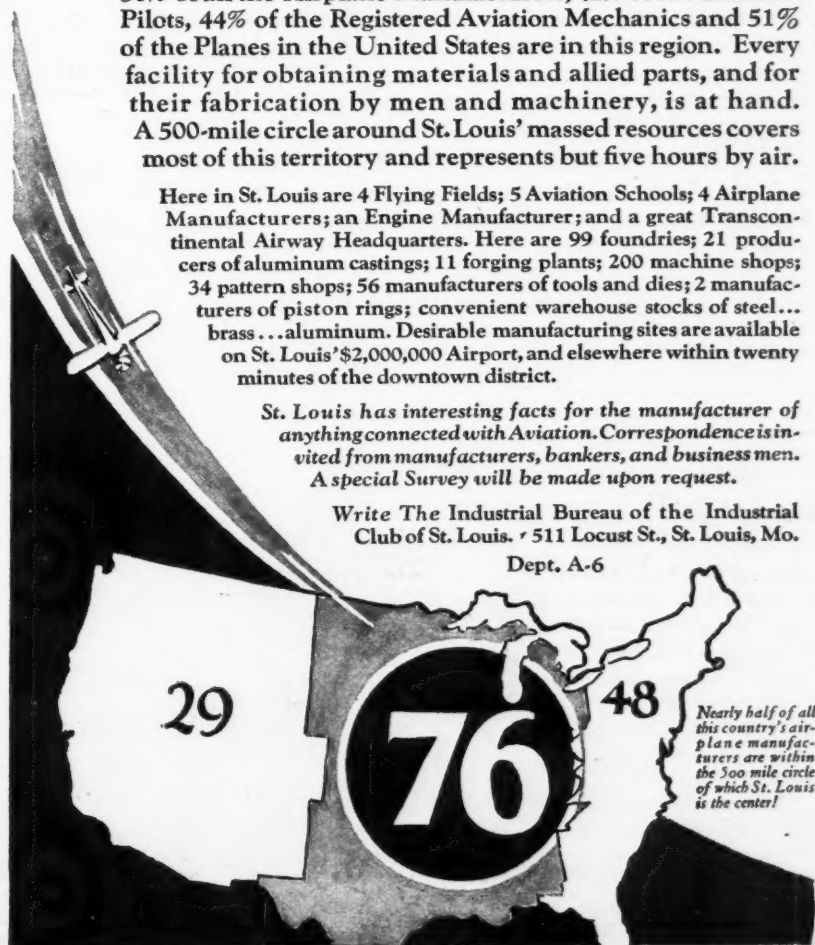
50% of all the Airplane Manufacturers, 42% of the Licensed Pilots, 44% of the Registered Aviation Mechanics and 51% of the Planes in the United States are in this region. Every facility for obtaining materials and allied parts, and for their fabrication by men and machinery, is at hand. A 500-mile circle around St. Louis' massed resources covers most of this territory and represents but five hours by air.

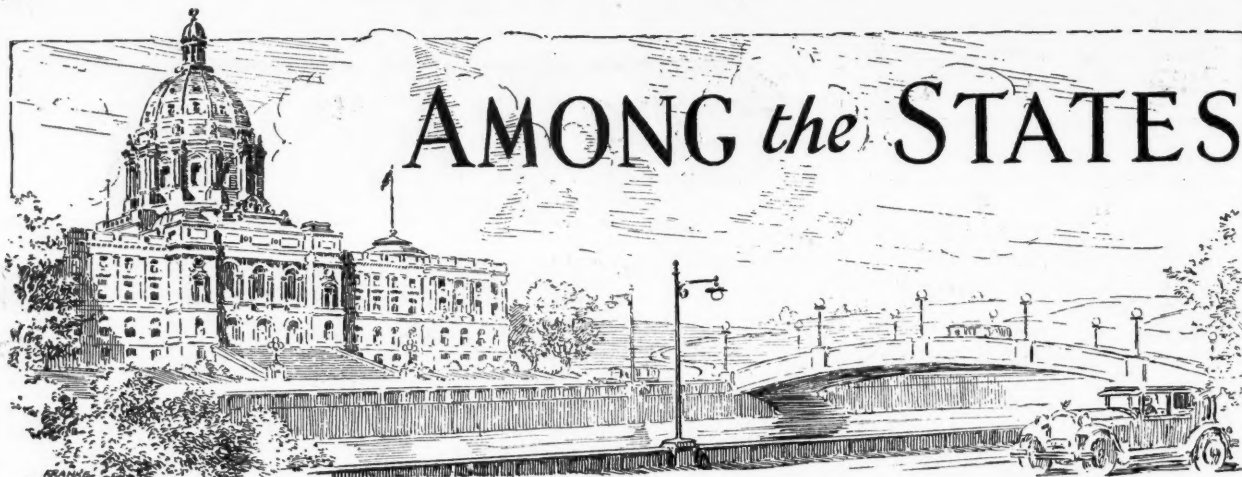
Here in St. Louis are 4 Flying Fields; 5 Aviation Schools; 4 Airplane Manufacturers; an Engine Manufacturer; and a great Transcontinental Airway Headquarters. Here are 99 foundries; 21 producers of aluminum castings; 11 forging plants; 200 machine shops; 34 pattern shops; 56 manufacturers of tools and dies; 2 manufacturers of piston rings; convenient warehouse stocks of steel... brass... aluminum. Desirable manufacturing sites are available on St. Louis' \$2,000,000 Airport, and elsewhere within twenty minutes of the downtown district.

St. Louis has interesting facts for the manufacturer of anything connected with Aviation. Correspondence is invited from manufacturers, bankers, and business men. A special Survey will be made upon request.

Write The Industrial Bureau of the Industrial Club of St. Louis. 7511 Locust St., St. Louis, Mo.

Dept. A-6





# AMONG *the* STATES

## Building Schools with Cigarettes

**L**O, THE POOR CIGARETTE! We burn up 275,000,000 of them each day. In between the making and the burning the federal government steps in and levies a tax of six cents on each package of twenty; and now there is a tendency in the South and West to impose an additional state tax, the revenue derived usually being spent on new schools in rural counties.

From information which we have gathered it appears that the first state tax on cigarettes was that adopted by the legislature of South Dakota, taking effect July 1, 1923. A two-cent stamp was required to be placed on all packages of cigarettes offered for sale. In each of the first and second years the yield was slightly more than \$200,000. Then the tax was raised to three cents and the revenue was assigned to a special fund for the erection of school buildings. In the twelve months ending with June, 1928, the receipts were \$361,599, and for the following six months they were running at the rate of more than \$400,000 annually.

Georgia was the second state to adopt a tax of cigarettes, amplifying the idea by including cigars as well. The law of August, 1923, imposes a stamp tax of 10 per cent. of the retail price. In the first two years \$250,000 of the revenue was set aside for the buildings and equipment at the State Tuberculosis Sanatorium. Now the money goes to the payment of pensions to Confederate soldiers and their widows. The receipts last year were \$772,331.32.

Arkansas seized upon the idea in 1924, making the tax two dollars per thousand cigarettes and 10 per cent. of the retail price of cigars. Last

year the revenue was \$850,000, all credited to the common school fund. This state asserts the right to demand a tax on tobacco products received by common carrier, even by the United States mails. This is aimed at the consumer who would dodge the tax by purchasing cigarettes by the carton from outside the state. The tax is levied at the moment the goods pass out of the possession of the express or postoffice employee. Just how it is collected is not clear from the record.

"The funds raised by this Act will be used to equalize educational opportunities to all of the school children of this state by increasing the amount to be spent by the common schools and by providing an adequate fund to help the weaker schools of the rural sections." This quotation from the revised law in Arkansas, approved on March 20 of the present year, may help the reader to understand the acceptance of this new idea of a state tax on cigarettes. At the same session of the General Assembly it was decided to set aside \$250,000 of tobacco revenue, to erect one new building each year in each of the seventy-five counties.

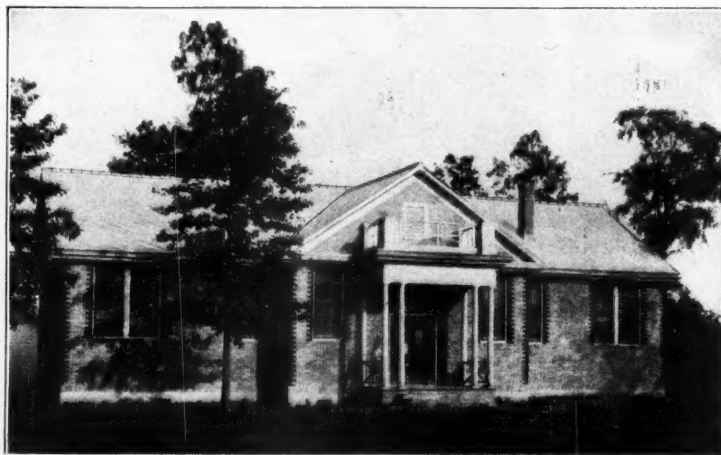
Tennessee likewise devotes its ciga-

rette revenue to educational purposes. In 1925 the legislature had adopted what was entitled "An Act to establish and maintain a uniform system of public education," and at the same session it imposed a 10 per cent. tax on tobacco products. This present year the law was amended and a specific tax of one-tenth of a cent is now levied on each cigarette sold or given away by distributors and dealers. In the fiscal year ending with February, 1929, the collections amounted to \$1,259,776. The first \$800,000 of this tobacco revenue goes to an equalization fund to provide an eight-months term in the rural elementary schools. The next \$200,000 supplements the high-school fund. Then \$82,500 is assigned toward interest and redemption of rural public school building and repair bonds, and \$225,000 toward interest and retirement of University of Tennessee building bonds. The remainder goes into the general school fund.

Alabama takes first place among the cigarette-taxing states in the matter of revenue derived. In the first full year of operation of its law, ending September 30, 1928, the receipts were \$1,311,907.

There the rate of tax is 15 per cent. of the wholesale price of cigars, cigarettes, and cheroots; in all other states the tax is based upon the retail value, or else is a flat rate of two or three cents a package. The Alabama law was adopted by the legislature of 1927, and the proceeds are used for educational purposes only.

Kansas placed a two-cent tax on cigarettes in February, 1927, and in the first thirteen months the counties collected \$160,000 for licenses and the state received



**A SCHOOL THAT CIGARETTES BUILT**

This is the Smithton School in Clark County, Arkansas. One new school each year in every county of the state is to be built with tobacco-tax funds.

**B. F. Goodrich announce a \$1,500,000 Atlanta Plant**  
to employ 1,000 workers  
Initial Production of 5,000 tires daily to be increased to 25,000

**Airplane Manufacture**  
Location at the hub of Southern air travel. Equable climate. Labor that is efficient, inherently skilful, a big factor in cutting costs. Airplane production is entirely practical, with labor already trained in allied fields. Fundamental economy in every factor offers better profit margins here.

**Tires**  
The trend of the industry toward decentralization of factories has brought Atlanta into prominence as a logical site for service to the plants, dealers and motorists in America's fastest growing market. Proximity of fabric supply, strategic shipping facilities to South and to South America, labor, power, climate and other factors all contribute to make this highly logical as a branch-plant center.

**Automobile and Truck Assembly**  
The rising market for the automotive field in the South's troubled buying power has already brought two great passenger-vehicle plants to Atlanta, — Ford and Chevrolet. The advantages for manufacture and distribution will undoubtedly attract others.

**Chemicals**  
A deficit of production in adjacent states, amounting to more than \$60,000,000 annually, assures a market. Within short haul of Atlanta are the basic raw materials of the industry, in plentiful supply and at low prices. The rapid development of manufacture in this region is quickly increasing the need for additional chemical production.

**Ceramics**  
Georgia clay is now largely employed by the industry. It is varied in character, and suitable for practically every type of production. Extensive lenses, worked from the surface, assure plentiful supply and low costs. Natural gas will be available in the near future. The building program of the surrounding states furnishes a ready market, while the production economies of the section mean better profits.

**Machinery**  
Textile mill machinery is especially indicated. More than three-fourths of cotton mill machinery business is within overnight ride of Atlanta. Labor is readily adaptable to this type of production, and skilled machinists are available. Production costs are cut deeply by fundamental economies of the area.

**Cellulose Products**  
Rayon, pulp, paper and other related products are highly logical for this area because of the large supply of cotton linters, wood pulp and other basic products. Georgia produces annual yield of seven times the average of the world. Georgia has the big cellulose per acre available from forests in Canada and the western United States. The big savings in labor, ideal water, and the climatic conditions all contribute to the attraction. Location in the heart of America's greatest textile producing region.

**Canning**  
Georgia's seven climatic zones, ranging from mountain to sea-level conditions, permit the growing of practically every canning fruit and vegetable. The long haul from present centers increases retail prices and creates sales-resistance. Low costs of production in the area apply equally to this field, and will materially increase profits and volume from branch plants.

**If you are an Officer, Director or Stockholder in any one of these industries, find out how much Extra Profit your company can make from ATLANTA Location**

A thorough engineering survey of Industry's needs and a cross-check of the advantages Atlanta offers, point to outstanding opportunities in twenty major industrial groups. Those discussed briefly above are typical.

Atlanta has become Distribution City to the fast growing South because of unparalleled transportation facilities by rail, by road, by air. The Atlanta Industrial Area has rapidly developed in manufactures because labor, power\*, raw material, low taxes, low building costs, equable climate and other vital factors meet here to cut costs and increase dividends.

More than a thousand of America's outstanding concerns have chosen Atlanta as regional headquarters for their distribution in the South. Many of these started with a salesman in the territory, and progressed to branch factories as the volume of business warranted, and as the production economies showed profit-opportunity.

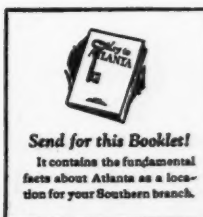
The Atlanta Industrial Bureau is prepared to give you a full and detailed report of the situation here as it affects your business. Without charge or obligation, and in the strictest confidence, we will make a first-hand survey for you if you will write

INDUSTRIAL BUREAU, CHAMBER OF COMMERCE  
9164 Chamber of Commerce Building

\*Construction of a huge power plant on the outskirts of Atlanta has been authorized by the Georgia Power Company. Costing several million dollars, with a capacity of 100,000 horsepower, the plant, equal to the largest of its kind in the South, adds a great reserve of power to the already adequate facilities of the Atlanta Industrial Area.

# ATLANTA

Industrial Headquarters of the South.





## The GROUND FLOOR is still open

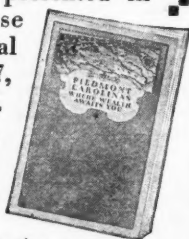
**I**N overcrowded industries, executives often envy the "ground floor" opportunities that favored their predecessors. Piedmont Carolinas offers just such pioneering opportunities—the *plus* qualities that build a prospering business.

Typical of advantages offered *all* businesses, consider the example of the process industries that use or produce chemicals. In only *one* field are Piedmont Carolinas' factories today supplying nearby demand.

Favorable cost-cutting and marketing elements offer marked advantages to makers of paints, varnish, rayon, rubber goods, vegetable and animal oils, leather, paper, explosives, drugs, cosmetics and soap.

Advantages in plant, labor and overhead beckon these industries. Accessibility to active markets and heavy industrial consumers, coupled with low production costs, make sales almost automatic.

Get the facts, authentic government statistics, presented in this book. Please address Industrial Dept., Room 927, Mercantile Bldg., Charlotte, N. C.



**DUKE POWER  
COMPANY**  
SOUTHERN PUBLIC UTILITIES COMPANY  
AND OTHER ALLIED INTERESTS

## Among the States

\$750,000 for cigarette stamps. It should be remembered that Kansas for twenty years had prohibited the sale of cigarettes, and even now makes all cigarette advertising unlawful. The storekeeper is denied the right to attract attention to his wares, either in his window or his showcase; yet the state is in reality a partner in his business.

Michigan in May became the seventh state to seize upon the cigarette tax as a way out of financial dilemma. The legislators had appropriated \$2,000,000 for the poorer school districts, and the funds were not otherwise in sight. The usual two-cent levy on each package of twenty was accepted. There is some talk, however, of subjecting this new revenue measure to a referendum test of voters.

In three of the states mentioned here—South Dakota, Kansas, and Michigan—the tax is placed on cigarettes only. In the others the law includes cigars. In Kansas the legislators have not overlooked those who "roll their own," for a one-cent stamp must be affixed to every package of fifty cigarette papers.

The yield from this new tax in the seven states we have been discussing, ranges from \$400,000 in South Dakota to \$1,312,000 in Alabama, the average being close to \$900,000. In Michigan, if the law is retained, the revenue is expected to reach \$2,000,000. For purposes of comparison it may be noted that the yield from gasoline taxes in forty-eight states (see last month's REVIEW) now exceeds \$325,000,000, or an average of nearly \$7,000,000. Thus, on the face of the figures, the cigarette tax produces about one-eighth as much. There is one clear distinction: the revenue from gasoline goes for roads; that from cigarettes is pledged to schools.

The federal government's tax on cigarettes and tobacco brought \$396,450,000 in the last fiscal year, five times as much as in 1915. The increase is due to the fact that the consumption of cigarettes in 1915 was approximately 18 billion, while in 1928 it was more than 100 billion. And in the first nine months of the present fiscal year there was a further increase of \$23,000,000 in revenue.

### Now a State Tax on Home Brew!

**T**ENNESSEE LIKES its gasoline tax so well that it has increased the rate from 3 to 5 cents a gallon, and likes its tobacco tax so well that the rate on cigarettes has been raised to two cents for a package of twenty. And when the session of the General Assembly came to an end, in April, a third class of taxpayer was found lined up alongside the motor-

ist and the smoker. The newcomer is the home-brewer. A state tax of five cents a pound is imposed on malt extracts, and is expected to yield \$500,000 annually. Arkansas, too, placed a 10 per cent. tax on malt and malt extracts, in a law approved on March 29. The impost is added to the retail price, stamps being sold by the state to the retailer and placed on the packages by him. The third state to adopt a malt tax was Michigan, on May 8, in the closing hours of the legislative session. The levy there is twenty-five cents a gallon, and it is expected to produce between one and two million dollars of revenue.

### News from the States

**N**ORTH CAROLINA and TENNESSEE have discovered that in winning over textile supremacy from New England states they have also acquired labor troubles. For some weeks in April and May the huge mills at Gastonia in North Carolina and at Elizabethton in Tennessee were crippled or closed; and the activities of sheriffs, militia, agitators, and strikers reminded one of similar troubles in New England in a period not long past. The miracle city of Elizabethton, one of the centers of the new rayon industry, was described in this magazine last October. There it was plainly the case of the mountaineer folk finding, after a few months, that the wages which seemed so big back in the woods did not buy the necessities of life and a few luxuries displayed in the stores of the town. An impartial observer in Gastonia has estimated average weekly wages (excluding foremen) at \$18.50. Another estimate of Elizabethton earnings placed the figure at 40 cents per hour, or \$22.40 for a 56-hour week.

**K**ANSAS MAKES A BID for undying fame as Henry J. Allen joins Arthur S. Capper in the United States Senate. Two newspaper men from the same state! Surely journalism—in Kansas at least—is not in a decline. Two lawyers from one state would not be unusual enough to attract comment; in fact, twenty states have none but lawyers to represent them in the upper house. The seat which Mr. Allen takes was vacant through the elevation of Mr. Curtis to the vice-presidency. The new Senator served as Governor of Kansas from 1919 to 1923. For twenty-one years, until last summer, he was editor and publisher of the *Wichita Beacon*. His colleague, Senator Capper, owns the *Topeka Capital* for which he began to work as a compositor forty-five years ago; and he also pub-



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keeps you posted on the vital facts  
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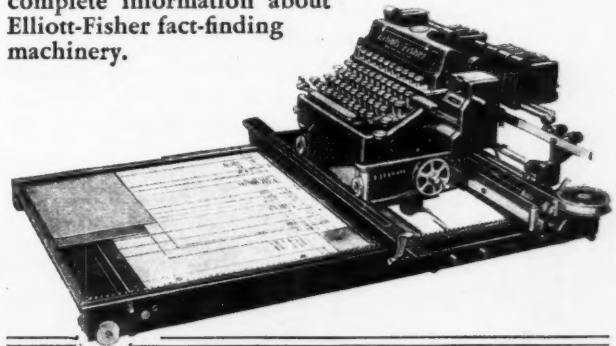
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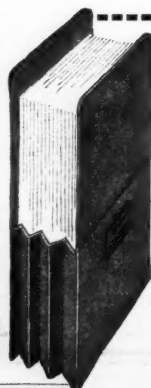
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## Among the States

lishes *Capper's Weekly* and a number of other successful farm periodicals.

MICHIGAN children, primarily, are to benefit from a \$10,000,000 fund created in April by Senator James Couzens. Both interest and principal are to be used to promote their health, welfare, happiness, and development. Though the fact is not widely known, this former partner in the Ford Motor Company has spent millions long before this for the care of children in hospitals, especially crippled children. An unusual feature of this new Children's Fund of Michigan is the requirement that it must be completely disbursed within twenty-five years. The coming generation will receive the entire benefit, and is in turn expected to assume its own responsibility for the succeeding generation.

CONNECTICUT tobacco fields never lose their interest for the motoring tourist or the railroad traveler. Mile after mile of cheese-cloth, hiding the growing plants, attracts the eye in spring and summer; while in the fall the great slat-sided curing barns claim attention in equal measure. Throughout the valley of the Connecticut River, famous since Colonial days for its leaf tobacco, the farmers' homes and land show no sign of depression or the need of federal aid; yet there had been a long period of bad luck. Even an association of all the growers, pooling their crop to obtain a better price from the buyers, failed to turn losses into profits. Connecticut tobacco has become highly valued for cigar-wrapping purposes, and damage to the growing leaf or to the drying leaf is equally disastrous. Hail storms can in a few minutes ruin a whole year's crop. This year as always, however, the farmer believes that better luck is in store for him; and certainly the visitor sees no outward sign of discouragement.

FLORIDA has brought to an end its most prosperous winter-resort season since the boom period, which no true Floridian had welcomed. But the famous citrus fruit industry, which yielded \$33,000,000 last year, is now threatened by the appearance of the Mediterranean fruit fly. It may be necessary to destroy all fruit in the infested area besides spraying all the trees. The state plant board acted promptly, promulgating on April 15 a quarantine covering Orange and Seminole counties and part of Lake County, and on the 27th the federal Department of Agriculture joined in an organized warfare against the ravages of the pest. This Mediterranean fruit fly attacks only the fruit, not the plant, and it breeds rapidly. The damage is done by the maggots, which feed on the fruit pulp.

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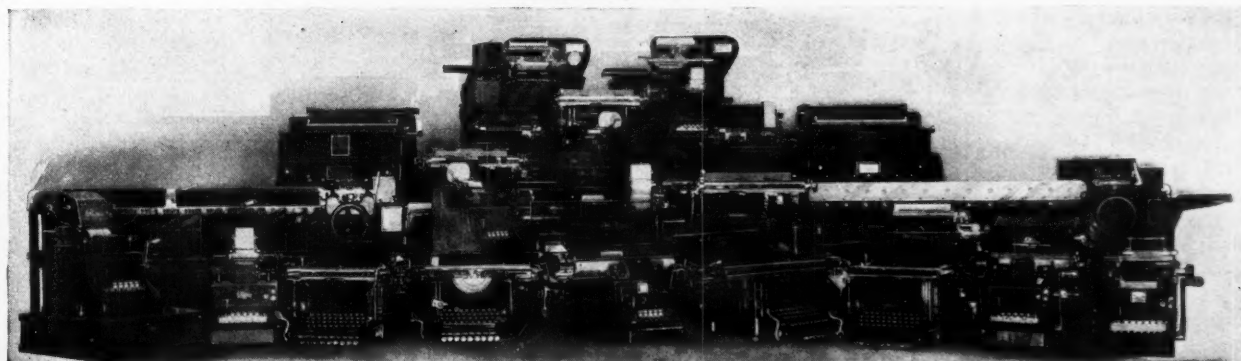
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## The Danger of the Theatrical

**I**T IS A DIFFICULT THING to discuss the Passion Play, in whatever form you see it, unless you center upon its historical development from the liturgical *tropes* which used to be interspersed within the holy service of the Church during the Middle Ages. From a simple question and response as to the birth and death of Christ, enacted by the priests, with the altar as the manger and tomb of the Christmas and Easter service, the religious drama developed, being pushed out into the chuchyard, and then into the streets as popular elements began to attract crowds too plentiful for a church to hold. There is no subject more colorful than the rise and fall of the liturgical drama.

But, after its fall, when the form had completely disappeared, there remained a few Passion Plays, kept alive by the memorial fervor of certain localities. And so we have such relics as the Oberammergau Passion Play, to be given its decennial performances next year, and the Freiburg Passion Play, of Baden, which goes back in tradition to 1264. These plays have lost some of their pristine simplicity as they have approached modern times; their texts have become garbled, and, in the piecing together by modern hands, have ceased to be naively fervent, and have become instead panoramically pictorial. Take away from these German villagers the background of their lives, put them into a hippodrome, set them in the midst of clanging Forty-second Street of New York City, and what do you get? A daring, liberal, extravagant display of melodramatic events.

The life of Christ, in its progressive, climactic scenes, becomes, in the hands of the show instinct, lithographic and shorn of its spiritual implications; it becomes effective at moments because the dramatic intensity of crowds opposed to the individual is always impelling. But, to externalize the Passion of Christ, to undertake to externalize the figure of Jesus—both endeavors are challenging and difficult to consummate. There are remembered traditions and prejudices to overcome: England censors any attempt to portray such scenes upon the stage. There was talk for the moment of interference with the Gest-Belasco production at the Hippodrome. But nothing came of it.

**Y**ET NONE THE LESS, with our idealizing imaginations at work, no actor—however worthy his presentment—can satisfy the spiritual impression we may have of Christ. And Adolph Fassnacht, pale and feminine, with a musical voice a little too sweet for the strength of Christ, fell short of this spiritual impression. He

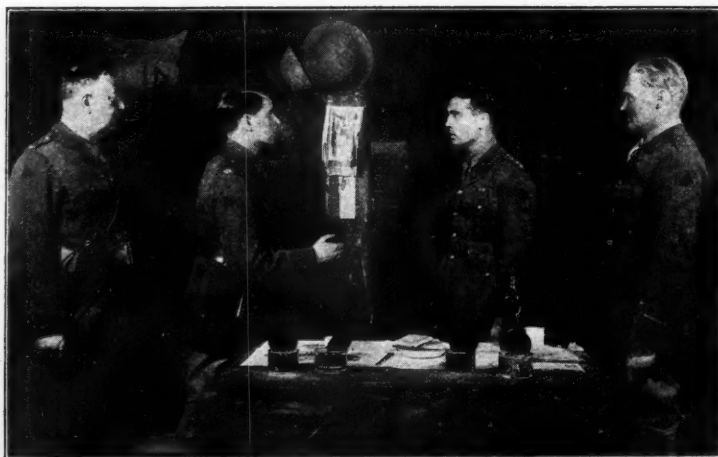
was, to our minds, a too sentimentally colored German canvas.

I think this Passion Play, under the direction of Mr. Belasco, was most highly successful in its side scenes, with Caiaphas and Pontius Pilate. I think it more nearly approached a stirring interpretation in the plotting and counterplotting against the pathetic Messiah, where there was no central figure to cope with, no host of sensitive oppositions to overcome. I found the crucifixion scene pictorially powerful, but, in the presence of John and Mary at the foot of the cross, I missed those beautiful *Marienklage* dialogues which were so famous in the Germany of the Middle Ages.

Nevertheless, when it was all over and I came into the busy streets again, I was regretful that the Passion Play had become theatricalized, even though I have wonderment and praise for the high endeavor of Mr. Gest and Mr. Belasco, who have done all in their theatrical power to make the spectacle impressive, even to the use of a Russian choir and a large orchestra. If massiveness

were the test of a play, this one, barring the cathedral memory of "The Miracle," is the most stupendous seen in New York for many a year.

Still, I feel that the Passion Play failed in its impress upon me because of the fact that in its theatrical realism it became shorn of its spiritual pathos, because a Hippodrome is no place in which to act religion, and third, because New York is not Baden, and the Broadway spirit is too theatrical. The Gest-Belasco combination has done all it could from its light, but that



"JOURNEY'S END"

Toward the close of a slack season this war play, written by an English insurance man, smashed its way into the attention of New York. Critics regard it as not only the finest play of the year, but as one of the few great post-war plays.

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mand grew far faster than the supply.

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## The Theater

is not enough to make a Passion Play effective.

Far different in scope and subject is that highly commendable play, "Journey's End," by R. C. Sherriff, which Gilbert Miller has brought from England, and which is at present gripping New York theatergoers. Simple, quiet, unusually calm in its stirring war scenes, this is a soldier's impression, ten years after, of the Great War and trench life with its quiet monotonous strain. Shot through with humor, containing flashes of poetic references that pain the heart, simple in relationship of man with man in the midst of the filth and loneliness of dugout life before St. Quentin, in March, 1918, Mr. Sherriff, with no pretensions to unusual stagecraft, with no set purpose save to put together a series of true incidents in the lives of nine men—again a British play without a woman character, save by dialogue reference—has written one of the most powerful commentaries on war that I have seen. It brings to mind O'Casey's "The Plough and the Stars," which is not a Great War play but one that has to do with the Irish Rebellion. Yet both, in their simple realism, in their bedrock of simple emotion, have a relationship.

"Journey's End" is harrowing, yet withal uplifting; it has awful scenes of brutal reality, yet it is refining in its spiritual implications. There were moments as pathetically contrasting as the news which often reached home from the front that a bird was to be seen sitting within the cannon's mouth that had just belched forth death and destruction. There is no use suggesting the story of this play. It is a record of war, theatrically gripping, yet its theatricalism has none of the sensational colorfulness of the Passion Play; this is not a show in the Broadway sense. It is a slice of war life, unpretentious in its writing and for that reason sincere and heart compelling. And it is excellently well acted by a group of men who have given the right contrasts of temper and sentiment under fire. Mr. Miller has done well to bring this play to New York. With him is associated the name of Maurice Browne, who produced the play in London, and Mr. Browne, it will be recalled, is the co-author of "Wings Over Europe," another excellent memory I shall carry across the summer.

AS I WRITE, we still face the announcement of the Pulitzer Prize. Mr. Rice, to our way, would have had a close second, had Mr. Sherriff been an American. I still go on the supposition that Mr. Rice stands well in line for the award. We are about to have the Players Club revival, this season "Becky Sharp," which Mrs. Fiske played some years ago during

the lifetime of Maurice Barrymore. It is a poor play, but the character of Becky is worthy of the stage. Miss Mary Ellis has been selected for the main rôle.

Reviewing in mind the plays that are in New York at present, I should say that the most glaringly theatrical one is the Passion Play, and in so far as that is so, there is a danger in the theatrical.

## Brander Matthews

THE LAST TIME I SAW Brander Matthews was at the Authors Club in New York. He had come from a sick bed to renew memories of the early days when, with Alden and Boyesen, Curtis and Eggleston, Gilder, Godkin and Godwin, Bronson Howard, Hutton and Mabie, Stedman, White and deKay, he had helped found the organization which in age and tradition is weightier than either the Academy of Arts and Letters or the Authors League.

When Brander Matthews got on his feet to talk, no matter what the occasion, you were always in for a store of rare anecdote which, alas, will never see the light of print because it was of that conversational order which meant the personal relish of the teller and the liveliness of his style. Oscar Wilde, Constant Coquelin, Austin Dobson, H. C. Bunner, Archer—a gay dash of recollection always colored a few minutes or an hour with Brander Matthews—and there was a twinkle to the eye, a quiver to the mouth, a slight hesitation to the voice, a nervous trail of smoke from never-ending cigarettes, and an exaction of a promise that you would never repeat the delectable anecdote, if it happened to be too *intime* and racy.

It is such a companion and friend who has now died in his seventy-seventh year. One might call him the Father of Our Interest in Drama in this country, for he was among the first to raise his critical voice, not only in explanation of dramatic theory abroad, but in praise of the writing of plays at home. He was studying law at Columbia in 1871, he was writing for *The Nation* in 1875, he was going the rounds of the theater in that New York which lauded the actor names of Lester Wallack, Davenport, Holland, Agnes Ethel, Clara Morris, and Charles Fechter.

He was a cosmopolite, having memories of Paris and London as well as of New York. His book, "These Many Years," has the tang of an enthusiastic visitor about it; it is not professorial.

In fact it can be said of Brander Matthews that though he filled the chair of Dramatic Literature at Columbia for so many years, lecturing to classes, though many of his books, like that on

## The Theater

Molière, have about them the thoroughness of the scholar, most of his essays were written from the standpoint of the enthusiastic craftsman rather than of the plodding teacher. He tried playwriting; and if there could be said to have been one shadow to darken his life which he enjoyed it was that, despite collaboration with Bronson Howard, and despite opportunity of production, he did not win a success on the stage, but had always to remain spokesman for the drama and the theater he loved so well.

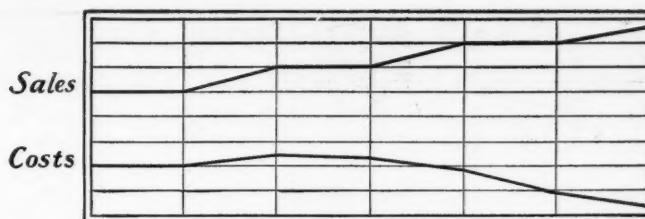
I have seen certain manuals that put Brander Matthews down as a southern writer because he was born in New Orleans. His charm of personality may have been warmed by this small contact, but largely the good-fellowship of the man was due to the fact that he was a social being who lived amidst the vital culture of his time. So completely did he live it that he soon found that what was reality to him was anecdote to changing ways and manners. There was an ironical snap to the title of his last volume of essays, "Rip Van Winkle Goes to the Play."

He wrote on all aspects of the theater, he knew the underlying mysteries of fiction writing, he analyzed the principles of versification. In all forms he was himself practitioner, and hence his theory always held some practical counsel which made his numerous books serviceable guides. During his active career he was a force among the novitiate, and if we have our present interest in the theater as a workable presentment of a play before an audience, we have him to thank for the continued emphasis of the facts of the theater in the days when we knew little of what its mechanism meant. He was a clear and simple pioneer in a field little explored in this country at the time he began to write it.

## The Scenic Designer's Dilemma

MR. LEE SIMONSON cannot only give a variety of color and depth to his stage sets made for the Theater Guild, but he can also give clear expression in writing to the intents and purposes of the modern artist in the theater. In the *Atlantic Monthly* his article, "Scenery and the Drama," is a splendid interpretation of what has been going on in the modern stagecraft to meet the demands of the widening background of an international theater taste belonging to a heterogeneous crowd we call an audience.

He directs attention to the fact that theater art is no longer as pure as it used to be when the spectators were bound together by belief in a similar theogony.



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## The Theater

Today, he says, "we stage not one world, but a dozen different ones. A century of 'culture' engendered by popular education and archaeology disseminated through art museums has made us acutely conscious of the Greeks and the Romans, the Medes and the Persians, not only as human beings, but as inhabitants of civilizations essentially different from ours.

"We are also vividly aware of the variety of all the races that inhabit the globe at present, and we are eager for dramatic interpretations of them. And after one hundred years of what we term the Industrial Revolution and the acceleration of all the means of communication, every metropolis imports alien plays as continuously as it imports foreign fruits and vegetables to vary its diet, and absorbs them just as it absorbs dates, bananas, or alligator pears."

Hence to the scenic designer, "every age is our quarry, every manner our prerogative, every myth a challenge to re-interpretation. And none is seen by either the playwright or his audience from any single and accepted point of view, either moral, religious, or political."

Such being the case, argues Mr. Simonson, "there can be no unity of style in mounting contemporary plays, because there is so little unity of style even in the work of a single contemporary playwright!" The record of every well-known art director—Reinhardt, Jessner, Barker, Copeau, Stanislavsky, Tairoff, and Mayerhold—is one of dynamic change to suit this shifting change of mood in the dramatist and the audience. A history of their productions is the history of modern scenery in all its phases.

"But to compare pictures of this half century of renovated stage settings and discuss them in pictorial terms," writes Mr. Simonson, "as though they were pictures in frames, is to miss the essential quality which made them a new art. For it is only as a factor in impinging the imagination of a particular playwright upon the imagination of a particular audience under particular social and political conditions, that modern stage settings, even as a craft, have any new meaning. It is only as part of an event that they contribute new life to the theater."

AS A NECESSARY ELEMENT in projecting the life of a play before a live audience, keen for inner meanings and inner shades of character, the modern stage designer fills his important place in the modern theater. Mr. Simonson, in this vastly significant article, shows where this designer is needed and what this sensitive artist himself wishes to make us realize is found in his final paragraph:

"The librarian of 2029 will probably compare our sketches patiently in order to discover some common aim which

would make them evidence of a revolution in theatrical art. He will probably smile if he finds a footnote anywhere telling him that the revolution was really in our souls, and that an age which abandoned its churches and paraded its skepticism did believe that the theater was a place where the meaning of life, the past and the future, could be revealed. Nor will he suspect that, even as pictures, the beauty of our stage settings moved us, because they were part of adventurous moments of insight and ecstasy."

### The Terrible Talkie

SCREEN STARS are trembling in their boots. They have drawn their fortunes from a silent film that has now begun to talk. They face a new problem. When the movies were young, many an actor fell by the wayside because he had a face and figure that did not photograph well. Now the movie actor is called upon to flirt with the microphone. For the silent drama must speak!

Mr. William DeMille prophesies, in *Scribner's*, that in less than three years the silent drama will be ancient history, and only the "speakies" will prevail. He raises many interesting points in his panegyric of the new art, for he sees a technique which is neither the movie of the screen nor the spoken drama of the stage, but a form which is likely to dominate the theater, overcloud all we know of things theatrical, things dramatically technical.

It is a new art, he declares, a new art at present in flux, since it is torn between the screen of yesterday and the drama of a thousand years. It is practically a new industry, since there is new machinery to be installed and perfected; it is a new factory product, since there are still to be worked out the problems of voice values; and these have to be combined with the new photographic problems, for pictures have to be taken through glass because the voice must be housed in sound-proof boxes.

"It will be interesting," Mr. DeMille writes, "to see this struggle work out between the more obvious construction of the motion-picture and the more suggestive construction of stage drama. It is a struggle for supremacy in a field which is equally capable of showing either. Probably the talking picture will develop its own form of writing, since stage-plays contain too many lines for the medium, and screen construction leaves room for too few lines. Less plot can be told in a given space when it has to carry the spoken word. The vocal photoplay must contain fewer words than the stage-play because the dramatic spacing of lines will be different, and in-

timate pantomime is bound to be a more essential element in the new form, since the close-up can do so much more work than the silent moment on the stage."

This sounds as though all the books on dramatic technique had best be thrown away for the new technique to come. For Mr. DeMille sees a power in the speakies never dreamed of before in entertainment. He says:

"If we take for granted that the various technical difficulties will be solved, and those close to the situation believe this will be done in a comparatively short time, it is interesting to contemplate the possibilities of the new dramatic form. It has almost everything the stage can offer—and many advantages which the stage has not. . . .

"A broader canvas is made possible by quick and frequent change of background, and against this broader canvas will be shown characters in more intimate drama than even the littlest Little Theater has succeeded in depicting. Not since Shakespeare's day has the dramatic form been so fluid."

IF ONE HAD little faith in the theater that has persisted these many centuries, one might be alarmed at the short time this theater has to live further in the face of such prophetic eulogy. Mr. DeMille must be allowed one more paean of praise:

"If the talkie realizes its possibilities, it may well become the greatest of all popular arts; it will carry the full benefit of spoken drama to millions who otherwise could never see a good play properly presented, and at a price which will not tax the most modest purse; it will make a real national theater possible; it will become a standard of speech for the whole people; it will foster the growth of dramatic taste in the general public, and will help them grow to an appreciation of the spoken word as quickly as they have learned to appreciate finer values in the silent picture during the last ten years. The drama was conceived to be the art of the whole people, and the talking picture is at last going to make that ideal possible."

### Drama Postscript

AT THE TIME of going to press, there were, beside "Journey's End," the following distinctive plays in New York:

Francine Larrimore in "Let Us Be Gay," written and directed by Rachel Crothers.

The Freiburg Passion Play, with original cast, presented by Morris Gest and directed by David Belasco.

Chekov's "Sea Gull," directed by Leo Bulgakov.

Ethel Barrymore in "The Love Duel."

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By Alfred V. Frankenstein

## Chicago's Schools Go Musical

FOR THE FIRST TIME in history a symphony orchestra has become part of the personnel of a public school system. The orchestra and school system concerned are those of the city of Chicago. Beginning next October Frederick Stock, conductor of the orchestra, will give a four years' course in the history and appreciation of music. The course will take the form of a bi-monthly series of concerts at Orchestra Hall, supplemented by lectures in the public high schools.

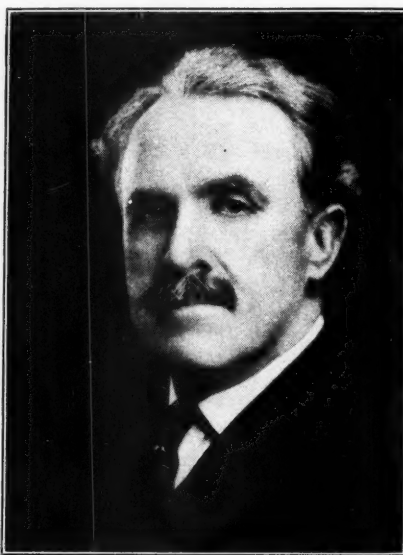
Establishment of this link between the orchestra and the schools is only part of an amazing development in the educational system of the city. In August, 1928, William J. Bogan went into office as superintendent of the public schools of Chicago. One of his first official acts was to appoint J. Lewis Browne, the celebrated organist, as supervisor of music. Messrs. Bogan and Browne have together worked out and put into practice a system of musical instruction that has already put the public schools of Chicago far ahead of the schools of any other city in the country so far as music is concerned.

Heretofore the public school musician has been a general practitioner in the highly specialized artistic world. He has had to be a vocal teacher and choral conductor, an orchestra leader and professor of as many orchestral instruments as he could possibly learn about; he has had to lecture on the theory and history of music, and prepare the annual production of "Pinafore" or "The Chimes of Normandy." When he had nothing else to do he led the band, and then he tried to get some sleep.

HIS EFFORTS were not deeply appreciated. Somewhere on the regular schedule of classes a period or two was found for singing a few part songs. Everything else was an extra-curricular activity. In the minds of educational directors music had none of the importance of Cæsar's diary, none of the emphatic significance of the binomial theorem.

Bogan and Browne thought differently. They knew well that no one remembers anything about his year of Cæsar but the first sentence of the book, and that one remembers that not in the Latin in which one studied it but in English. They

knew that the words "binomial theorem" mean for most of us who have been more than a year out of school just about as much as the symbols of cunei-



WILLIAM J. BOGAN

Superintendent of Schools in Chicago, who has introduced a new program of musical education.

form. And they knew also that music could have lifetime values, particularly when properly presented in youth.

So they have worked out a scheme whereby music takes its place as a major subject of study in the public schools of Chicago, to which is devoted the same amount of curricular time as Latin and mathematics. They catch them young. Since the opening of the school year of 1928-29 every child in the grade schools of Chicago has been studying the piano.

The aim, of course, is not to develop hundreds of thousands of professional pianists, but to develop some hundreds of thousands of persons who can make some sense out of a page of notes. As I have said before and am likely to say again, the man who can scratch through a Bach invention at the keyboard has a finer understanding of Bach than the man who has heard Harold Samuel play all the forty-eight preludes and fugues. That is, provided the keyboard scratcher does a little listening also.

In the Chicago high schools, too, the making of music has taken prominent

place. During the past year the chief reforms seem to have been to put the teaching and playing of instruments on the curricular footing, under the guidance of instrumental specialists. Next year regular classes in theory will be instituted, and also regular classes in singing. Not the kind of singing we all endured in our public school days, but classes in vocal technique, so that those who have voices will know something about using them.

And next year also will come the symphony orchestra sessions spoken of above. At the time of writing details of the course in listening have not been worked out. The programs, it appears, will be arranged in a four years' series, covering all eras and styles, and making the instruments at least as familiar as microscopes and slide rules. Heretofore Mr. Stock's children's concerts have appealed primarily to children of grammar school age, and have not systematically and progressively covered the subject of orchestral music. Now the concerts are to have that progressive systematizing, and are to appeal to the high-school students.

Not the least of the problems involved is the accommodation of 100,000 high-school students in Orchestra Hall, which seats 2600. If the pupils respond as they should (the concerts will not be compulsory), Mr. Stock and the orchestra will have to perform in Soldier Field, the great municipal stadium of the city. Next to that stadium is Lake Michigan. And if Bogan, Browne and Stock would take the term "musical appreciation" in whose name more crimes have been committed than in the name of liberty, and drop it in the lake, I for one will be supremely content with their scheme.

### *Bigger and Better Mechanical Music*

WHEN ONE REGULARLY reads magazines which devote all or part of their space to musical matters one sees, far more regularly than the "Statement of the Ownership, Management, Circulation, etc.," articles predicting that mechanical music means the death of the



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## Music

concert hall and opera house, or else combating the idea. Now Deems Taylor has his say on the subject, on the editorial page of *Musical America*:

"Mary Garden broke her wonted sphinx-like silence last week long enough to abolish opera and concert in one fell interview. 'The radio has already finished the concert in America,' quoth Miss Garden, 'and sooner or later the talking movies are going to finish opera, not only here, but all over the world. Eventually sound pictures will be the one and only form of entertainment.'

"She may be right, of course. Think of all the old-fashioned arts and crafts that have already been rendered extinct by mechanical devices. You remember, don't you, that Daguerre's invention of photography was going to abolish painting? And where is painting now? The typewriter was going to abolish handwriting; and who, nowadays, except an occasional editor, ever writes with a fountain pen? Look at what the movies did to the theater: only sixty-five plays running in New York at this moment!

"And the newspapers—remember how the radio was going to abolish them? Where will you find a newspaper today? Consider etching and lithography; they were both annihilated, you will recall, by photo-engraving. Look what the automobile did to the horse—America sold only twice as many horses last year as in the year before. Look what the radio has done to concerts—John McCormack's New York recital sold out only one little week before his appearance! And now the talkies are going to abolish the movies, and then the tellies will abolish the talkies; and after that, probably, the smellies will come along and abolish everything.

"What will really happen, of course, is what always has happened. Every new way of displaying or performing or distributing any art merely broadens its field, without interfering with the legitimate function of the old ways. The movies didn't kill the theater; they killed a lot of bad plays. Mediocre concerts have undoubtedly been hurt by the radio; the good ones haven't. Great orchestras, great artists, great opera, will always find an eager first-hand audience, talkies or no talkies. The second-rate may vanish. But what of it?"

## America's Arts

FEODOR CHALIAPIN writes on "America's Future in the Arts" in the *Outlook and Independent*, asserted to be the only magazine article the Russian opera singer has written for American readers.

After noting vast improvement in the concert field in America, stating that the American music-lover has more and bet-

ter music offered him than the music-lover of any other nation, the basso examines the American theater:

"American plays themselves do not appear to me to progress. To be sure, they cover a great many subjects, but, with a few exceptions, they do not sink their teeth into any of them! Even the few whose themes are not merely light and intended to amuse, tell little of the country. . . . I do not see the breadth and scope and vastness of America represented in her plays. Triviality seems to be the disease that is most prevalent."

Chaliapin finds talent and genius among the actors and actresses of the American stage. But he does not believe that we can develop an American parallel to the Moscow Art Theater. First, because we have no national spirit. The Russian folk soul was fused from the contribution of many races. In America the spiritual fusion of races has not taken place. Second, he finds democracy an obstacle to the purpose.

"Leveling is no doubt a splendid thing for the individual; it is what all Europe is seeking for; the revolutions crick-cracking throughout the continent show that the aim of all the European peoples is to live as Americans do, all on one plane, with no seigneurs and no serfs. They strive to attain the American ideal of one class, 'the man,' where all are equal as the people in a Turkish bath, with no difference to be noted except that this one is fat and that one is lean. But, for art, equality means flatness."

Chaliapin grows enthusiastic over the motion picture, pointing out its permanence. The phono-film, he feels, will be of the utmost importance to the opera composer of the future. The musician "will compose music to a story which will not be limited by the artificial restrictions of the actual stage, nor by the difficulty of finding singers who can both look and sing the parts, for it will be even better for him than in 'Coq d'Or,' where dancers enact the rôles while the singers are grouped at the sides of the stage. He will be able to have actors to look the parts, and singers to sing them."

Finally, Chaliapin considers the native music of America:

"Although so much of American music in general is created in the professional spirit of the movies, instead of in the spirit of art, yet you have examples of really excellent music. 'The Rhapsody in Blue,' by Gershwin, which I heard performed by Paul Whiteman and his band, is marvelous! All the 'blues' songs are truly expressive of something in the nature of the American people, something which, I think, is wistful, sad—the repressed sorrow of a people who devote their lives to nothing but strenuous work, and who do not know how to relax, to be lazy, as we Europeans do! Yes, in

## Music

all your dance tunes, your jazz and syncopation, I hear—not the pleasant, relaxing motives of leisure and sentiment which belong to social dancing, but the hard, rapping rhythm of hard work without stopping, like the ceaseless pounding of the steam-hammer."

## Radio's Deceptions

IN THE *Musical Digest* K. Trenholm takes us behind the microphone to show us some of the ingenious devices invented by Radio directors when noise effects are required.

"There may be a whole zoo of animal noises, shrieking babies and whizzing bullets, the roar of an airplane or a squeaking door, called for in the action of half an hour of radio drama.

"So the studio director cheerfully sets about gathering himself a crop of imitations. First those of the actors who excel at one animal noise or another are drafted—for strangely enough animal imitations are best produced by human throats. The crying baby becomes a mechanical toy. The battle scene is faithfully recorded by the leading man beating tattoos on a leather-covered pillow with two sticks, while three extras whistle softly in front of the mike to produce the whizzing sound. A nail lightly drawn across a metal surface gives the door squeak. Then, on mutilating the company's electric fan by removing the guard and permitting the blades to strike softly against a cushion in lieu of the plane's propeller in motion, the director's stage is set—and the play goes on."

Harry Swan, "noise engineer" of the Columbia Broadcasting system, also is interviewed. The climax of Mr. Swan's career, we are told, came when he successfully imitated the sound of the boiling of a pot of beans with sticks of macaroni and two pieces of sandpaper.

But perhaps the greatest success of all of radio's noise-makers was achieved by Leonard Cox of station WOR. He put a dog act on the air, which elicited the following letter from an animal lover:

"I have been caring for animals for forty years and am familiar with animal training. Like Jack London, I know there are few, if any cases, wherein there is not cruelty of some kind. Animal acts are not high-class entertainment at best and are surely not an acquisition to a radio program. Those listening with me expressed sympathy for the animals presented during that hour and regretted that such an exhibition by the strong over the weak should be encouraged."

The names of the cruelly mistreated dogs, it appears, were "Swanee" Taylor and Don Carney, the first a continuity writer, the second an actor.

## FOR SORE MUSCLES

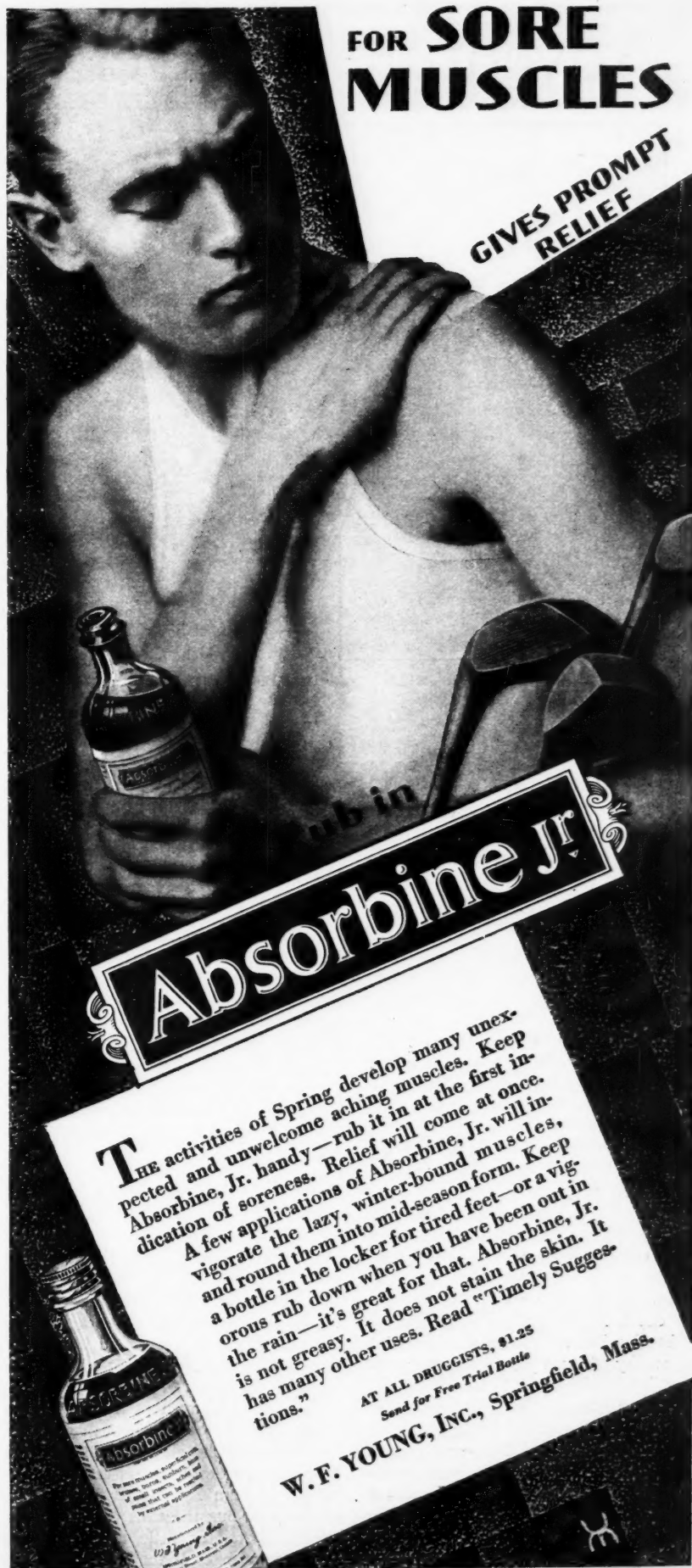
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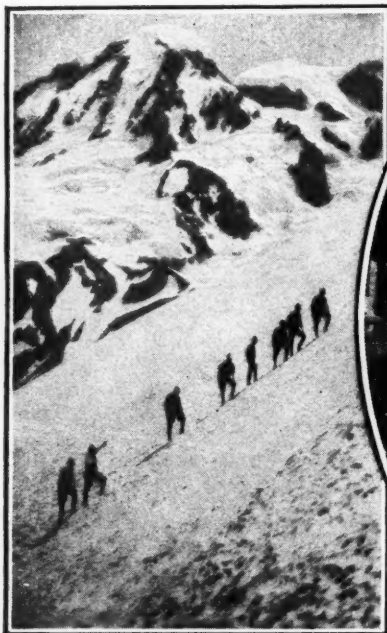
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## Seven Million Scenic Acres

**F**EW AMERICANS east of the Mississippi River realize that in the vast expanse of the United States west of the Father of Waters they hold, in common with the rest of their fellow-citizens, title to almost 7,581,440 acres of land. They are not merely acres; they contain some of the most beautiful scenic spots in this country. They are the National Parks.

Were one asked to name them, Grand Canyon and the Yellowstone would spring to mind, but rather as great natural phenomena than as extensive public parks, set aside by the Federal Government and maintained for all its citizens. Yet the fact is that there are now twenty units in the national park system, linked for the most part by a great chain of government highways. All within the borders of the United States, save one, lie in the western states. The exception is one in Maine. There are two others in the system, one in Alaska and one in Hawaii.

Choosing Denver as the starting point of a survey of these park areas, the nearest at hand, fifty miles to the northwest, is Rocky Mountain National Park. Here are 241,739 acres of the Front Range of the Rockies, situated in north central Colorado. To Easterners it is the most accessible of the national parks, and for years it has attracted mountain lovers. Eight thousand feet above sea level, the stupendous vista of peaks is unsurpassed.

Longs Peak rises 14,255 feet; about it tower other masses of upflung rock. One remarkable feature here is the legibility of the record left by the glaciers in past ages. One enormous moraine built up by an ancient glacier and rising with sloping sides nearly a thousand feet above the valley is so prominent that Moraine Park is named for it. The whole area is a primer in glacial geology, studied last year by 235,057 visitors.

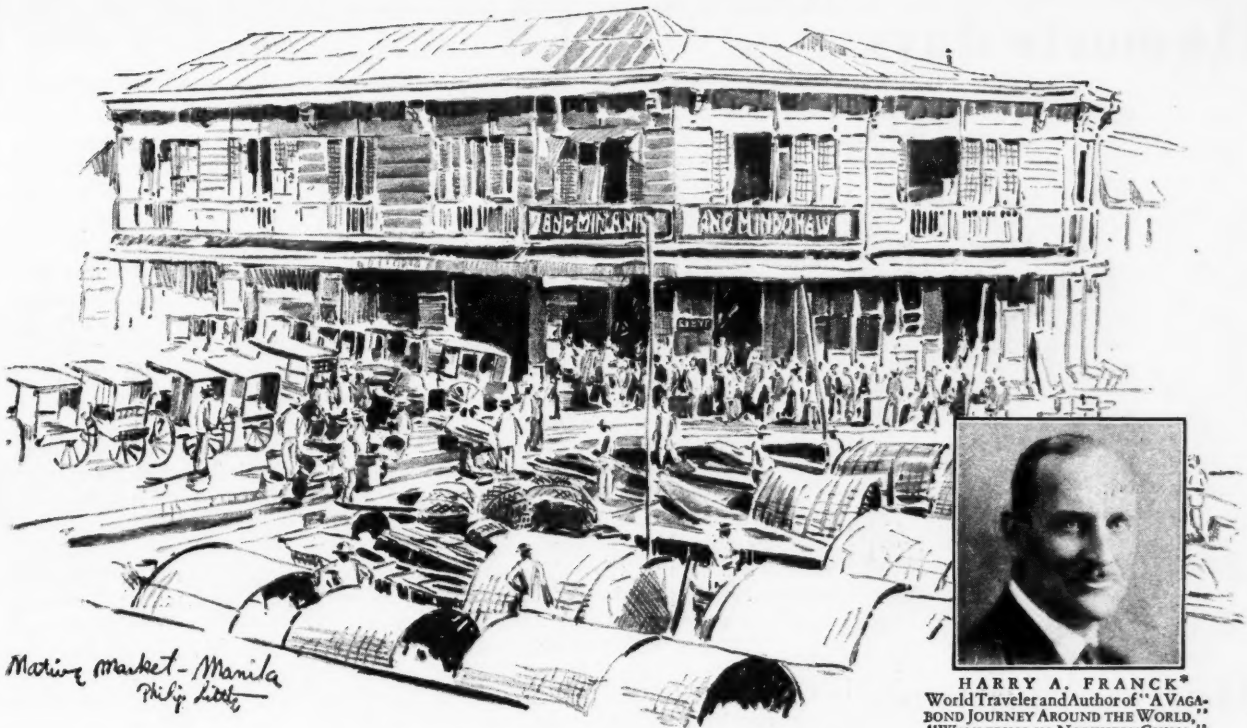
Southwestward in the corner of Colorado is the Mesa Verde National Park, a plateau of 49,126 acres set aside for the sole purpose of preserving the many remarkable ruins of prehistoric cliff dwellings. These antiquities in the Mancos Canyon were discovered in 1874, and students since have traced the development of the Indian inhabitants from the comparatively crude "post basket maker culture" to the high "cliff house" culture. There are other attractions. It has been described as a land of weird beauty, with canyon replicas of the Grand Canyon of the Colorado. Some 16,760 tourists viewed it last year.

The Grand Canyon park encloses one of the world's most marvelous spectacles. In form, size, and glowing color it is the greatest example of stream erosion. Lying in northern Arizona, the boundaries of the park hug the rims of the canyon closely, containing little more than the 1009 square miles of the huge sculptured

depression. Mule-back trips into the canyon over the celebrated Bright Angel Trail is one of the favorite jaunts of visitors. Another stupendous view is from the rim, down into the mile-depths from the northern edge. On the east is the Painted Desert and on the west the Havasu Canyon with its unusually fine waterfalls. A Spaniard of Coronado's expedition discovered this panorama in 1540 after hearing of its wonders from the Hopi Indians. It is among the favorite spots of travelers, 167,226 having visited it in 1928.

Due north, linked by a United States highway is the newest national park, created only last year by act of Congress. It is the Bryce Canyon Park, in Utah, covering twenty-two square miles. Owing to its close proximity to Zion National Park, to the southwest in the same state, it is under the same administration. Their attractions are similar. Zion has been called a "Yosemite Valley done in oils." Indeed, the valley is of the same dimensions and its sandstone forms of extraordinary colors are one of its amazing features. Another is the magnificent gorge, the Zion Canyon, which drops precipitately as much as 2500 feet. Its visitors numbered 30,016 last year.

Sequoia National Park is in eastern central California, covering 604 square miles. A few miles away is the General



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Grant park, only four square miles in area. As the name indicates, the feature of the former is its giant forest, a Brobdignagian grove. The oldest and largest living thing is found here, the General Sherman tree, 37.3 feet at its greatest diameter and 273.9 feet high. General Grant park also contains a magnificent grove of big trees, including the famous General Grant tree, dedicated several years ago as the Nation's Christmas tree.

IN ABUNDANCE of sheer beauty the Yosemite, further to the north, outranks most of the national parks. It comprises 719,622 acres of variegated scenic grandeur. John Muir described it as containing, "innumerable lakes and waterfalls, the noblest forests, the loftiest granite domes, the deepest ice-sculptured canyons, and snowy mountains soaring into the sky twelve and thirteen thousand feet." It draws many visitors, 460,619 in a year, to bask in its mild climate, warm by day and cool by night.

California contains still a fourth of the public pleasure areas, Lassen Volcanic Park, in the northeast. Lassen Peak, at the southern end of the Cascades, where this range joins the Sierra Nevadas, is the only active volcano in the United States exclusive of Alaska and the Hawaiian Islands. A mild renewal of its volcanic activities in 1914 and 1915 drew the attention of the scientific world, as well as the interest of travelers. Cinder Cone, unusually beautiful with its lava beds, also is well known. Impressive canyons and alpine lakes also are among the beauties that draw some 26,000 to view them each year.

Crater Lake National Park is in the heart of the Cascade Range in southern Oregon. While the whole area covers 159,360 acres, Crater Lake itself is a body of water six miles in diameter, occupying the crater of an extinct volcano. Ages ago Mount Mazama rose here, but some volcanic cataclysm swallowed it into an abyss, leaving several cones which became inactive. Water gradually formed in the vast depression and Crater Lake was created. The amazing blue of the water and the lava-sculptured edges are among the attractions for sightseers.

Still within the Cascade region is Mount Rainier, which gives its name to the national park in western Washington. In the area of 208,000 acres, the great peak itself is the chief feature. It is colossally proportioned; another great extinct volcano. It bears a vast glacial mantle, estimated to cover 48 square miles, and has been compared to the Alps in grandeur and mass. The huge cone rises nearly three miles above sea level and covers 100 square miles of territory, nearly one-third of the park area.

Turning eastward, the traveler discovers Glacier National Park in northwestern Montana, 981,681 acres of the most impressive mountain scenery in America. Its name is derived from sixty glaciers, their cold beauty setting this parkland apart from the warmer charms of more southern reservations. The park is pictured as two approaching chains of vast tumbled mountains, the Livingston and Lewis ranges, which pass the Continental Divide back and forth between them in worm-like twistings, which bear living glaciers in every hollow of their lofty recesses. These give way, at lower levels, to innumerable lakes, which in turn give birth to roaring icy rivers, sculptors of deep gorges on their downward plunge.

Southward, then, to the well-known Yellowstone in northwestern Wyoming, covering 2,142,720 acres, which encroach slightly on Montana and Idaho. The whole region is volcanic, a fact which gives rise to Yellowstone's chief attraction, its geysers. There are six geyser basins, producing streams of great variety in character and action. Some, like Old Faithful, spout with regularity; others are variable and burst upward with immense power. There are also vividly colored hot springs and mud volcanoes; the Yellowstone likewise has its Grand Canyon, smaller than that of Colorado, but as beautifully colored, literally in yellow stone; there are great falls; unusual fossil forests; and it is a great wild life refuge.

This completes the chain of national parks about a great hollow square in the Rocky Mountain and Pacific Coast states. It must be remembered that all are connected with an enormous chain of government-built inter-park highways. In addition there are United States highways weaving throughout the whole area.

OUTSIDE THIS SYSTEM, but part, of course, of the park development, are the Wind Cave National Park in the Black Hills of southwestern South Dakota, notable for its huge limestone cavern; Sullys Hill in North Dakota, an important wild animal preserve; Platt National Park in southern Oklahoma, possessing sulphur springs and others of medicinal value; and the Hot Springs National Park in Arkansas, fifty miles southwest of Little Rock, which contains sixty hot springs. This area was the first national park, of 928 acres, and is chiefly a health resort. It is believed that in 1541 De Soto visited there. According to tradition, the healing properties of the waters were known to the Indians long before the advent of the Spaniards.

The only national park in the East is the Lafayette in Maine, occupying old French territory on the coast. The park lies on Mount Desert Island, the central feature being the bold range of the



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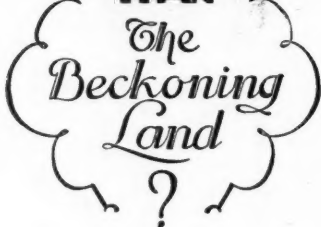
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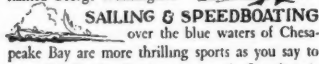
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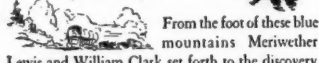
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Mount Desert Mountains. It is a wild life sanctuary, and the fishing and boating trips are a lure to travelers.

The wildest of the government's park lands is Mount McKinley. It is in south central Alaska, covers 2645 square miles, and is a vast wilderness of ice-capped peaks and grinding glaciers. The principal feature is Mount McKinley itself, towering 20,300 feet above the sea, the highest peak in North America.

In contrast to this majestic picture is that of the Hawaii National Park. While world-famous volcanoes are here, there are expanses of luxuriant tropical foliage also. The park is unique in that it consists of three tracts of land, lying on two islands. The Kilauea and Mauna Loa sections are on the island of Hawaii; the third section, Haleakala, on the island of Maui. Each section is named for the volcano that is its outstanding feature. The volcanoes are known as the most continuously and harmlessly active on earth.

It should be mentioned that, in addition to these parks, there are 32 other areas owned by American citizens known as national monuments. They differ not at all from the parks, except that they are smaller and are set aside by the President rather than Congress. Usually they are made reservations to preserve something unique in American life, such as fossil deposits, ruins of cliff-dwellers and missions, or unusual scenic bits, such as natural bridges, limestone caverns, or spots of historical interest.

These national parks and monuments drew 3,024,844 visitors in 1928, an increase of 227,004, or 8 per cent., over the previous high record established in 1927. Two other Eastern projects are now planned, the Great Smoky Mountains in North Carolina and Tennessee and the Shenandoah National Park in Virginia.

The government is continuing to develop facilities for tourist travel. Improved roads bring more motorists each year and public automobile camps have been established. Camp grounds have been bettered and the facilities extended. For example, Yellowstone Park has been "motorized" to facilitate travel from one scenic point to another; the trail system has been extended, ranger naturalists serve as guides, and lecture series are given without charge.

## Culture Comes to the Caucasus

CLOSED AWAY from the tides of civilization for centuries, locked in the high and rugged valleys of the Eastern Caucasus, are strange peoples, the Circassians, the Ingooshy, the Chichnya, the

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## Travel

Ossetians, the Swanetians, the Hef-souri—whose religion forbids them to ever wash their faces—and a score of other ethnic and linguistic species, largely of the Mohammedan faith.

Into this ancient atmosphere of Greeks still living in the land of Medea and of thirteenth-century Christian crusaders invading Queen Tamara's romantic Georgia, the minute-men of Red Russia came seven years ago. Today Soviet culture is being impressed upon these heterogeneous peoples. On the bleak coast of the Caspian Sea, on the outskirts of that ragged Tartar city which Russians called Petrovskport, stand great new oil tanks of the Soviet National Petroleum Syndicate. A bleak Russian cathedral with blue-onion cupolas and tarnished gilt crosses, rising on a barren hillside, dominates the modern oil tanks and railway yards—but it is deserted, and used only occasionally as a clubhouse for Soviet soldiers.

Here the casual visitor descends if he travels by the mail planes which continue onward to Derbent and Baku; and by this means came Brent Dow Allison, an American journalist, who chronicles his impressions in *Travel*.

A little shuttle train jaunts into the city to the principal station fronting the port, where rusty little steamers of the Soviet Caspian fleet anchor with cargoes of caviar-fish and melons from Astrakhan to the north, or Krasnovodsk, port of Turkestan and the Central Asian deserts, a hundred miles across the leaden Caspian. Petrovskport has been rechristened with its original name, Maxach-Kala, by the Bolsheviks. It is capital of the Soviet Republic of Daghestan, has 31,000 inhabitants who speak six languages (Russian, Avar, Turkish, Lakski, Kumiki, and Daghinsky), and thirty-six dialects. The latter five languages are non-Aryan tongues, written, when written at all, in Arabic characters.

"For two of them at least," says Mr. Allison, "the Communists have been inventing and popularizing, by instruction in the elementary schools, a Latin alphabet and script. This, indeed, is one of the principal cultural contributions of the Communist directorate to the primitive Caucasus. Its commissioners have, in Azerbaijan and Georgia as in Daghestan, created new Latin alphabets for half a dozen native languages that make up the Caucasian ethno-linguistic *pot-pourri*.

"Indeed, there is talk in Moscow of converting the Russian language itself into Latin characters and discarding the ancient Slavonian orthography. The new secular elementary schools are conducted in the native dialects; and in them the use of the language of the neighboring province is also taught. The higher schools and technical institutes are conducted in Russian and Turkish only.



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## Travel

There are 796,000 inhabitants in the mountains and towns of Daghestan, and the Communists publish six daily newspapers for their edification—four of them in Avar and Daghinsky, two in Russian. The Russian has 5000 subscribers, who of course do not sustain it.

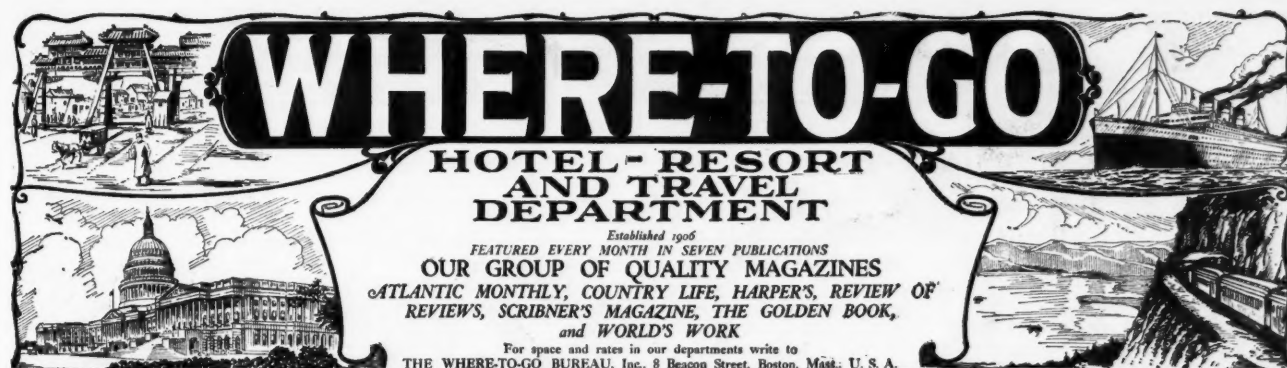
"It is estimated that approximately 40 per cent. of the population of Daghestan now speak Russian. . . . The common denominator of the province, which was conquered by Russia in 1850, is Russian, although there were, until the Revolution, only church schools, operated by or under the Russian Orthodox and Mohammedan clergy."

Coöperative industries have grown considerably in the last five years. "In Maxach-Kala," reports Mr. Allison, "there are today 18,000 organized workers and officials, of which 1700 are employed in the two textile factories, 500 in the caviar and fish-conserve factory, 1000 in a barrel-factory, and 2000 in railroad and transport industries." The Central Work-Man's Coöperative of Maxach-Kala did a three-million-rouble business last year, realizing a profit of 166,000 roubles (\$82,000); 40 per cent. of which was returned to members either as goods or money, the rest going to the state or being reinvested in the business. Inquiry as to the principal purpose of the coöperation elicited the candid and characteristic declaration that they were cultural, not economic.

"Their principal object," explained a government representative, "is to exterminate private business, to make it impossible, and to create a collectivist psychology among the masses—especially the farmers."

This cultural policy of exterminating private initiative has been successful, so much so that rural coöperatives "besides acting as the authorized purchasing-agents of the government food-trusts and textile-syndicates—and all private purchases or sales of foodstuffs are strictly forbidden—perform the functions of local and farm-loan banks, granting or refusing loans to workers and peasants in need of assistance—in the case of the former to the extent of his monthly wage—and, as may be supposed, rewarding with credits, and even with the loan of tractors and other expensive implements, those who coöperate with the official program of industrialization of agriculture and socialization of industry. The intransigent who hold aloof are starved into self-dependent, gnawing isolation, or submission."

Thus has culture come to the Caucasus, patterned on the American model—so the Bolsheviks believe—with science and scientific management, all for the benefit of the working-class, but overlooking the workingman as an individual.



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